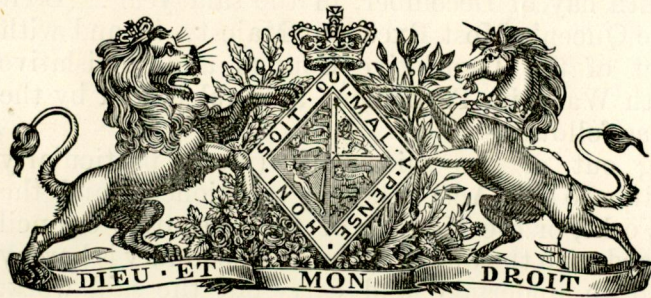


This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

*Legislative Assembly Chamber,
Sydney, 18 April, 1894.* }

F. W. WEBB,
Clerk of the Legislative Assembly.

New South Wales.



ANNO QUINQUAGESIMO SEPTIMO

VICTORIÆ REGINÆ.

No. .

An Act to sanction the construction of a line of Railway from
Glen Innes to Inverell.

WHEREAS, pursuant to the Public Works Act of 1888, a Preamble.
certain proposed Public Work, namely, "a line of Railway
from Glen Innes to Inverell," was, on the nineteenth day of December,
one thousand eight hundred and ninety, duly submitted and explained
5 in the Legislative Assembly by the Secretary for Public Works, and
the said work was thereupon referred, on the motion of the said
Secretary, to the Parliamentary Standing Committee on Public Works,
which Committee reported to the said Assembly on the thirtieth day
of August, one thousand eight hundred and ninety-two, that it was
10 not expedient to construct the said work: And whereas on the twenty-
seventh day of October, in the year last mentioned, the said Assembly
by resolution, pursuant to the said Act, declared "that it is expedient
that the Report of the Parliamentary Standing Committee on Public
Works upon a proposed line of railway from Glen Innes to Inverell be
15 remitted to the said Committee for its further consideration and
report": And whereas on the said twenty-seventh day of October,
2— the

Glen Innes to Inverell Railway.

the said Report was so remitted to the said Committee: And whereas the said Committee after further consideration of the matter of the new reference reported to the said Assembly on the eleventh day of January, one thousand eight hundred and ninety-three, that it was expedient "to carry out the proposed line of railway from Glen Innes to Inverell as referred to the Committee by the Legislative Assembly; provided that the cost does not exceed seven thousand pounds per mile; that special local rates should be charged until the railway pays working expenses and interest on cost of construction; and that the betterment principle be applied to the land served by the railway": And whereas on the sixth day of December, in the said year, the said Assembly by resolution declared "that it is expedient that a line of railway from Glen Innes to Inverell, as referred by the Legislative Assembly to the Parliamentary Standing Committee on Public Works, be carried out when the Bill for providing for the application of the betterment principle shall have become law"; which resolution was notified in the *Gazette* on the eighth day of December, in the said year: Be it therefore enacted by the Queen'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. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the Member of the Executive Council for the time being charged with the duties of the said Secretary is hereby authorised and directed to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act of 1888: Provided that the said work shall not be commenced or carried out until provision is made by Act of Parliament for enforcing the payment of improvement or betterment rates or charges by the owners or occupiers of land benefited or enhanced in value or likely to be benefited or enhanced in value by the carrying out of the work, or by the owners or occupiers of land within any improvement or betterment area to be declared under the authority of the said Act: Provided also that the said work shall not be commenced or carried on unless satisfactory tenders are sent in to the Constructing Authority for the completion of the work at a price not exceeding an average price of seven thousand pounds for each mile of the proposed line of railway.

Work sanctioned
and to be carried out.

2. The plan of the said work is the plan marked "Glen Innes to Inverell Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railways, and deposited in the public office of the said Secretary.

Plan of work.

3. The cost of carrying out the work hereby sanctioned shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose.

Cost, how to be
defrayed.

4. The Railway Commissioners of New South Wales are hereby directed to charge special fares and tolls for the conveyance of passengers, chattels, animals, and goods over the proposed line of railway until the receipts for each year in respect of the traffic on the said line amount to the expenses for that year of working the said traffic together with interest on the moneys paid for the construction of the said work calculated at the rate of four per centum per annum.

Special fares and
tolls to be charged.

5. This Act may be cited as the "Glen Innes to Inverell Railway Act of 1894" and shall be construed as one with the Public Works Act of 1888.

Short title.

Glen Innes to Inverell Railway.

SCHEDULE.

This line begins at the south end of Glen Innes station on the Great Northern Railway, at about three hundred and twenty-three and a half miles from Newcastle, and, proceeding in a north-westerly direction to near Wellingrove, bends there southerly, 5 *via* Made's Valley, to near the head of Swanbrook Creek. This is followed down to a point, within twelve miles of Inverell, where the line crosses the ridge dividing that creek from the MacIntyre River, and skirts the latter through Brodie's Plains to Inverell, where it terminates on the north-eastern side of that township, as shown on the plan hereinbefore referred to, and subject to such deviations and modifications as 10 may be considered desirable by the Constructing Authority.

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

OFFICE OF THE ASSISTANT SECRETARY
FOR LAND AND WATER RESOURCES
WASHINGTON, D. C.

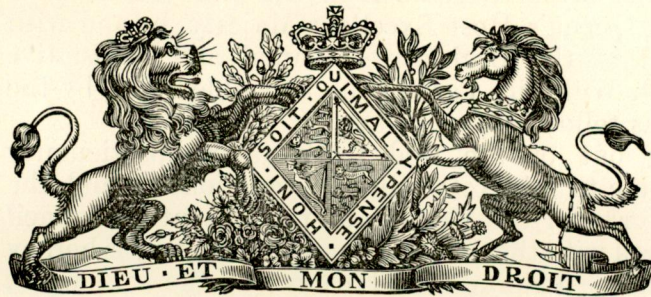
UNITED STATES GOVERNMENT
1961

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.

*Legislative Assembly Chamber,
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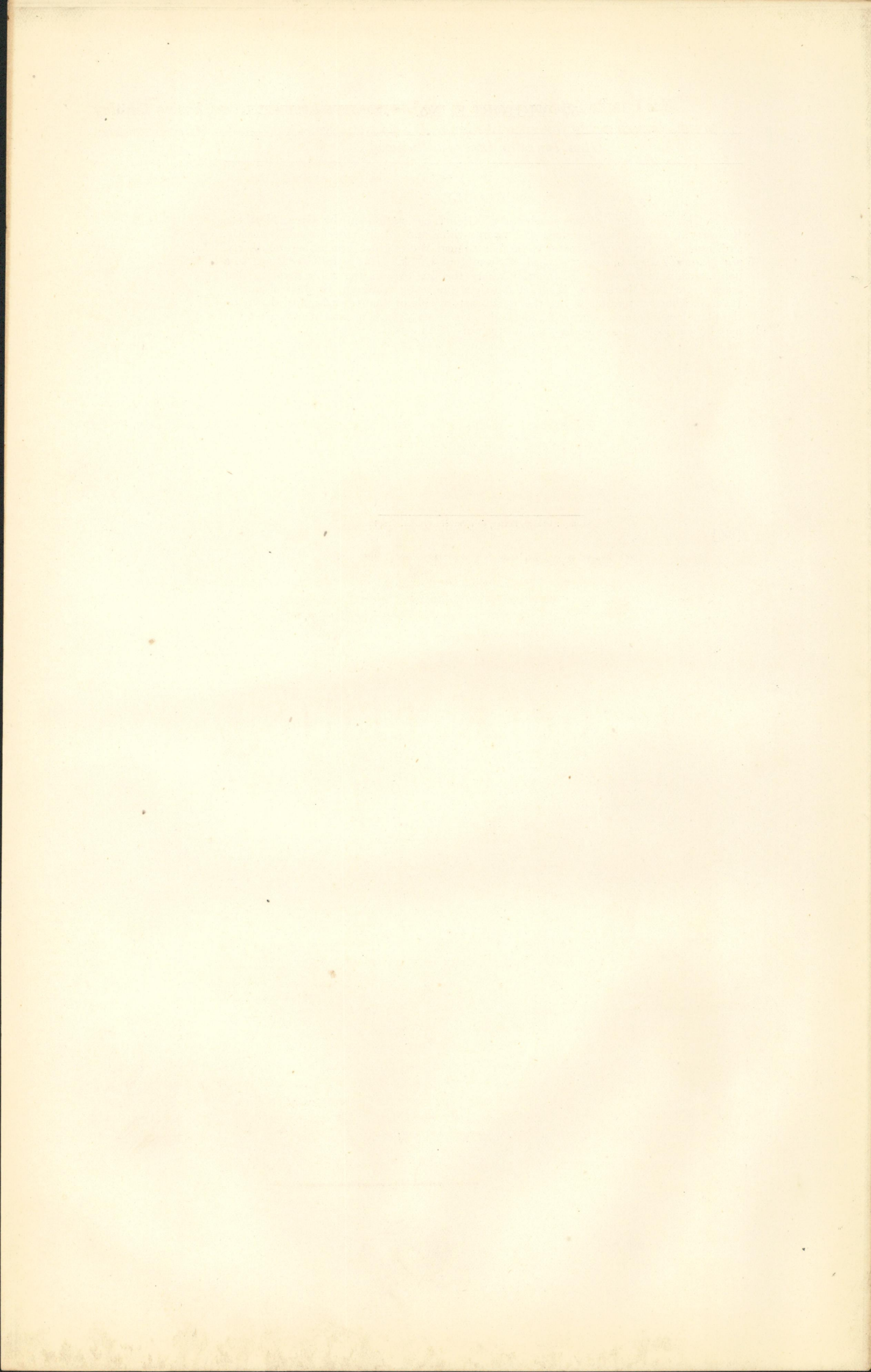
the said Report was so remitted to the said Committee: And whereas the said Committee after further consideration of the matter of the new reference reported to the said Assembly on the eleventh day of January, one thousand eight hundred and ninety-three, that it was expedient "to carry out the proposed line of railway from Glen Innes to Inverell as referred to the Committee by the Legislative Assembly; provided that the cost does not exceed seven thousand pounds per mile; that special local rates should be charged until the railway pays working expenses and interest on cost of construction; and that the betterment principle be applied to the land served by the railway": And whereas on the sixth day of December, in the said year, the said Assembly by resolution declared "that it is expedient that a line of railway from Glen Innes to Inverell, as referred by the Legislative Assembly to the Parliamentary Standing Committee on Public Works, be carried out when the Bill for providing for the application of the betterment principle shall have become law"; which resolution was notified in the *Gazette* on the eighth day of December, in the said year: Be it therefore enacted by the Queen'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. The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the Member of the Executive Council for the time being charged with the duties of the said Secretary is hereby authorised and directed to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act of 1888: Provided that the said work shall not be commenced or carried out until provision is made by Act of Parliament for enforcing the payment of improvement or betterment rates or charges by the owners or occupiers of land benefited or enhanced in value or likely to be benefited or enhanced in value by the carrying out of the work, or by the owners or occupiers of land within any improvement or betterment area to be declared under the authority of the said Act: Provided also that the said work shall not be commenced or carried on unless satisfactory tenders are sent in to the Constructing Authority for the completion of the work at a price not exceeding an average price of seven thousand pounds for each mile of the proposed line of railway. Work sanctioned and to be carried out.
2. The plan of the said work is the plan marked "Glen Innes to Inverell Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railways, and deposited in the public office of the said Secretary. Plan of work.
3. The cost of carrying out the work hereby sanctioned shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose. Cost, how to be defrayed.
4. The Railway Commissioners of New South Wales are hereby directed to charge special fares and tolls for the conveyance of passengers, chattels, animals, and goods over the proposed line of railway until the receipts for each year in respect of the traffic on the said line amount to the expenses for that year of working the said traffic together with interest on the moneys paid for the construction of the said work calculated at the rate of four per centum per annum. Special fares and tolls to be charged.
5. This Act may be cited as the "Glen Innes to Inverell Railway Act of 1894" and shall be construed as one with the Public Works Act of 1888. Short title.

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This line begins at the south end of Glen Innes station on the Great Northern Railway, at about three hundred and twenty-three and a half miles from Newcastle, and, proceeding in a north-westerly direction to near Wellingrove, bends there southerly, 5 *via* Made's Valley, to near the head of Swanbrook Creek. This is followed down to a point, within twelve miles of Inverell, where the line crosses the ridge dividing that creek from the MacIntyre River, and skirts the latter through Brodie's Plains to Inverell, where it terminates on the north-eastern side of that township, as shown on the plan hereinbefore referred to, and subject to such deviations and modifications as 10 may be considered desirable by the Constructing Authority.

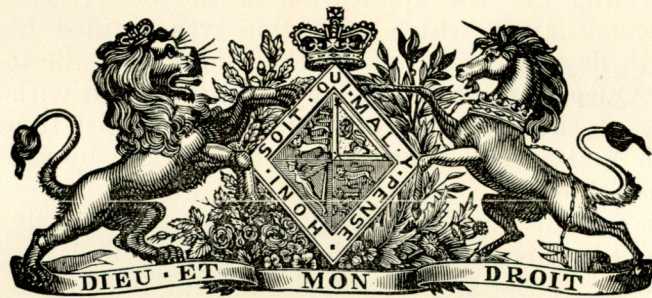


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*Legislative Assembly Chamber,
Sydney, April, 1894.* }

Clerk of the Legislative Assembly.

New South Wales.



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1. The carrying out of the said work (more particularly ^{Work sanctioned and to be carried out.} described in the Schedule to this Act) is hereby sanctioned ; and the Secretary for Public Works, or the Member of the Executive Council 25 for the time being charged with the duties of the said Secretary is hereby authorised and directed to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act of 1888 : Provided that the said 30 work shall not be commenced or carried out until provision is made by Act of Parliament for enforcing the payment of improvement or betterment rates or charges by the owners or occupiers of land benefited or enhanced in value or likely to be benefited or enhanced in value by the carrying out of the work, or by the owners or occupiers of land 35 within any improvement or betterment area to be declared under the authority of the said Act : Provided also that the said work shall not be commenced or carried on unless satisfactory tenders are sent in to the Constructing Authority for the completion of the work at a price not exceeding an average price of seven thousand pounds for each mile of 40 the proposed line of railway.

2. The plan of the said work is the plan marked "Glen Innes ^{Plan of work.} to Inverell Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railways, and deposited in the public office of the said Secretary.

3. The cost of carrying out the work hereby sanctioned shall ^{Cost, how to be defrayed.} be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose.

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5. This Act may be cited as the "Glen Innes to Inverell ^{Short title.} Railway Act of 1894" and shall be construed as one with the Public Works Act of 1888.

Glen Innes to Inverell Railway.

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This line begins at the south end of Glen Innes station on the Great Northern Railway, at about three hundred and twenty-three and a half miles from Newcastle, and, proceeding in a north-westerly direction to near Wellingrove, bends there southerly, *5 via* Made's Valley, to near the head of Swanbrook Creek. This is followed down to a point, within twelve miles of Inverell, where the line crosses the ridge dividing that creek from the MacIntyre River, and skirts the latter through Brodie's Plains to Inverell, where it terminates on the north-eastern side of that township, as shown on the plan hereinbefore referred to, and subject to such deviations and modifications as 10 may be considered desirable by the Constructing Authority.

THE LEGISLATIVE COUNCIL, AND, BEING THE
REPORT OF THE LEGISLATIVE COUNCIL FOR THE YEAR 1871.

REPORT OF THE LEGISLATIVE COUNCIL

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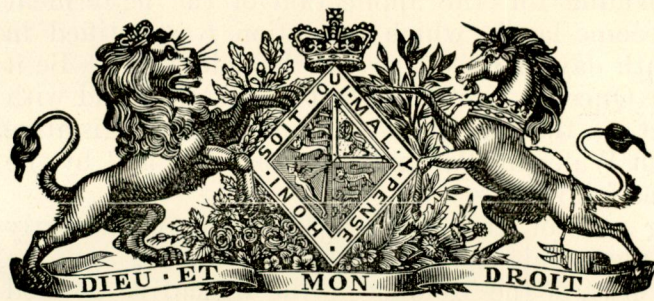
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*Legislative Assembly Chamber,
Sydney, April, 1894. }*

Clerk of the Legislative Assembly.

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2. The plan of the said work is the plan marked "Glen Innes ^{Plan of work.} to Inverell Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railways, and deposited in the public office of the said Secretary.

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574 VICTORIA ST. PARLIAMENTARY ASSEMBLY, and having this day
presented to the Council for its concurrence.

REPORT OF THE LEGISLATIVE ASSEMBLY

The Legislative Assembly of the Province of Ontario, in its session of 1891, was held from the 1st day of January to the 31st day of December, 1891. The session was held in the Chamber of the Legislative Assembly, in the Parliament Buildings, Toronto.

It is not expedient to construe the words "the seventh day of October, in the year of our Lord one thousand eight hundred and ninety-one" by resolution, pursuant to the said Act, inasmuch as that the Report of the Legislative Assembly, presented to the Council upon a proposed Bill, is not a report, but a resolution, and is not a report.