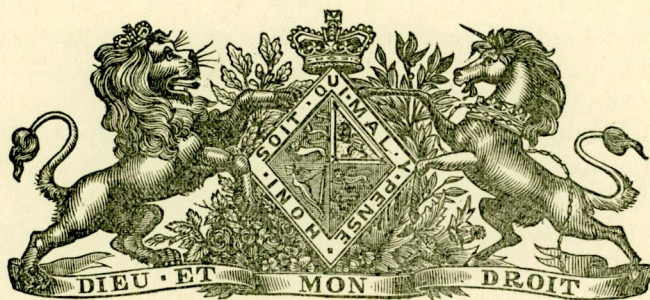


# New South Wales.



ANNO QUINQUAGESIMO QUINTO

## VICTORIÆ REGINÆ.

\*\*\*\*\*

An Act to amend the "Silkstone Coal-mine Railway Act of 1889." [Assented to, 23rd March, 1892.]

**W**HEREAS by the "Silkstone Coal-mine Railway Act of 1889," Preamble.  
hereinafter designated the Principal Act, Richard Tilden Smith 53 Vic.—Silkstone  
and John Thomas Mance, both therein described, their heirs, executors, Coal-mine Railway  
administrators, or assigns were authorized, upon the conditions and Act.  
terms therein contained, to construct, subject to the liabilities therein  
imposed, a railway from the Silkstone Coal-mine, situated near  
Maitland, in the parish of Stanford, in the county of Northumber-  
land, in the Colony of New South Wales, over and through certain  
portions of land of the Crown, bodies corporate, and private persons  
respectively, to the Great Northern Railway, for conveying coal  
and goods, and at their option passengers and live stock, provided  
that the said railway should be constructed and brought into use  
within three years from the passing of the said Principal Act: And  
whereas it is desirable to extend the time within which the said railway  
is to be constructed and brought into use: And whereas it is expedient  
that in the event of the said railway not being wholly constructed  
and brought into use within the said term of three years (as provided  
for in section two of the said Principal Act), or within such other  
extended period as may be allowed by this Act, but only partially so  
constructed and brought into use within such time, so much of the said  
lands as shall have the said railway actually constructed and brought  
into use thereon, including Crown lands, and the said promoters'  
interest

*Silkstone Coal-mine Railway Act Amending.*

interest and estate therein should not revert to the Crown and original owners thereof, their heirs and assigns respectively, as provided for in the said Principal Act: And whereas it is further expedient that in the event of the Secretary for Public Works requiring the said promoters (in pursuance of section thirty-four of the said Principal Act) to sell to the Government the said railway upon the terms of paying the then value of such railway, and all lands, buildings, works, materials, and plant, all questions as to such value in case of difference (including any question as to whether such value should be inclusive or exclusive of any allowance for past or future profits of the said railway, or any compensation for compulsory sale or other consideration whatsoever) should be left to arbitration in the manner provided for by the said Principal Act: 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:—

The time for completion of the railway to be extended until 30th September, 1894.

1. The time limited by the said Principal Act for the constructing and bringing into use of the said railway shall be, and the same is hereby, extended to the term of two years beyond the time thereby limited, namely until the thirtieth day of September, one thousand eight hundred and ninety-four.

Partial completion of railway.

2. In the event of a portion of the said railway, not less than two miles in length, being constructed and brought into use within the term of three years allowed by the said Principal Act, or within such other extended period as may be allowed by this Act, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the promoters' interest and estate therein shall not revert to the Crown and original owners thereof, their heirs and assigns respectively, but shall remain vested in the said promoters, their heirs, executors, administrators, or assigns, notwithstanding anything to the contrary in the said Act contained: Provided that, on failing to comply with the conditions of this Act, as to the time allowed for the construction of two miles in length or the whole of the said railway, the promoters, their heirs, executors, administrators, or assigns, shall not, except in so far as by this Act provided, be entitled to any of the rights and privileges conferred upon them by this Act, but the said rights and privileges shall thereupon cease and determine.

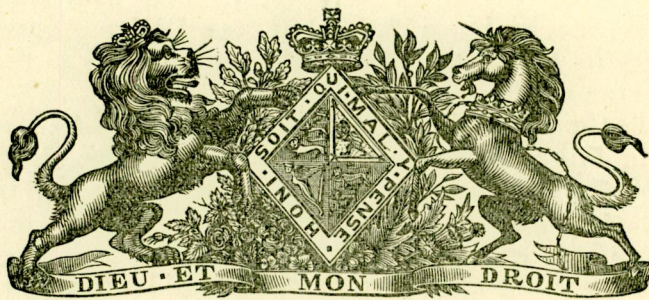
Purchase of railway by Government.

3. In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act.

Short title.

4. This Act may, for all purposes, be cited as the "Silkstone Coal-mine Railway Act Amending Act of 1892," and shall be deemed to be incorporated with, and construed as part of the said "Silkstone Coal-mine Railway Act of 1889."

# New South Wales.



ANNO QUINQUAGESIMO QUINTO

## VICTORIÆ REGINÆ.

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land, in the Colony of New South Wales, over and through certain  
portions of land of the Crown, bodies corporate, and private persons  
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and goods, and at their option passengers and live stock, provided  
that the said railway should be constructed and brought into use  
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and brought into use within the said term of three years (as provided  
for in section two of the said Principal Act), or within such other  
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constructed and brought into use within such time, so much of the said  
lands as shall have the said railway actually constructed and brought  
into use thereon, including Crown lands, and the said promoters'  
interest

*Silkstone Coal-mine Railway Act Amending.*

interest and estate therein should not revert to the Crown and original owners thereof, their heirs and assigns respectively, as provided for in the said Principal Act: And whereas it is further expedient that in the event of the Secretary for Public Works requiring the said promoters (in pursuance of section thirty-four of the said Principal Act) to sell to the Government the said railway upon the terms of paying the then value of such railway, and all lands, buildings, works, materials, and plant, all questions as to such value in case of difference (including any question as to whether such value should be inclusive or exclusive of any allowance for past or future profits of the said railway, or any compensation for compulsory sale or other consideration whatsoever) should be left to arbitration in the manner provided for by the said Principal Act: 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:—

The time for completion of the railway to be extended until 30th September, 1894.

1. The time limited by the said Principal Act for the constructing and bringing into use of the said railway shall be, and the same is hereby, extended to the term of two years beyond the time thereby limited, namely until the thirtieth day of September, one thousand eight hundred and ninety-four.

Partial completion of railway.

2. In the event of a portion of the said railway, not less than two miles in length, being constructed and brought into use within the term of three years allowed by the said Principal Act, or within such other extended period as may be allowed by this Act, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the promoters' interest and estate therein shall not revert to the Crown and original owners thereof, their heirs and assigns respectively, but shall remain vested in the said promoters, their heirs, executors, administrators, or assigns, notwithstanding anything to the contrary in the said Act contained: Provided that, on failing to comply with the conditions of this Act, as to the time allowed for the construction of two miles in length or the whole of the said railway, the promoters, their heirs, executors, administrators, or assigns, shall not, except in so far as by this Act provided, be entitled to any of the rights and privileges conferred upon them by this Act, but the said rights and privileges shall thereupon cease and determine.

Purchase of railway by Government.

3. In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act.

Short title.

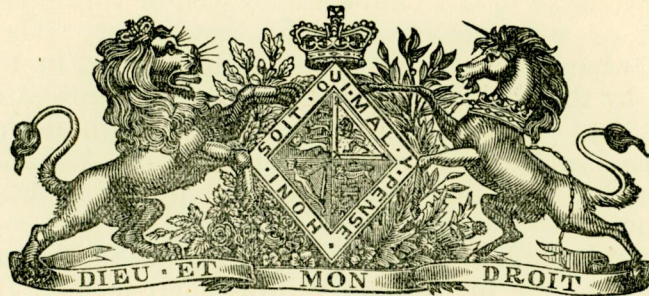
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*I Certify that this PRIVATE BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.*

*Legislative Assembly Chamber,  
Sydney, 21 March, 1892.* }

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

## New South Wales.



ANNO QUINQUAGESIMO QUINTO

# VICTORIÆ REGINÆ.

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An Act to amend the "Silkstone Coal-mine Railway Act of 1889." [Assented to, 23rd March, 1892.]

WHEREAS by the "Silkstone Coal-mine Railway Act of 1889," Preamble.  
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and John Thomas Mance, both therein described, their heirs, executors, Coal-mine Railway  
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imposed, a railway from the Silkstone Coal-mine, situated near  
Maitland, in the parish of Stanford, in the county of Northumber-  
land, in the Colony of New South Wales, over and through certain  
portions of land of the Crown, bodies corporate, and private persons  
respectively, to the Great Northern Railway, for conveying coal  
and goods, and at their option passengers and live stock, provided  
that the said railway should be constructed and brought into use  
within three years from the passing of the said Principal Act: And  
whereas it is desirable to extend the time within which the said railway  
is to be constructed and brought into use: And whereas it is expedient  
that in the event of the said railway not being wholly constructed  
and brought into use within the said term of three years (as provided  
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extended period as may be allowed by this Act, but only partially so  
constructed and brought into use within such time, so much of the said  
lands as shall have the said railway actually constructed and brought  
into use thereon, including Crown lands, and the said promoters'  
interest

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

NINIAN MELVILLE,  
*Chairman of Committees of the Legislative Assembly.*

*Silkstone Coal-mine Railway Act Amending.*

interest and estate therein should not revert to the Crown and original owners thereof, their heirs and assigns respectively, as provided for in the said Principal Act: And whereas it is further expedient that in the event of the Secretary for Public Works requiring the said promoters (in pursuance of section thirty-four of the said Principal Act) to sell to the Government the said railway upon the terms of paying the then value of such railway, and all lands, buildings, works, materials, and plant, all questions as to such value in case of difference (including any question as to whether such value should be inclusive or exclusive of any allowance for past or future profits of the said railway, or any compensation for compulsory sale or other consideration whatsoever) should be left to arbitration in the manner provided for by the said Principal Act: 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:—

The time for completion of the railway to be extended until 30th September, 1894.

1. The time limited by the said Principal Act for the constructing and bringing into use of the said railway shall be, and the same is hereby, extended to the term of two years beyond the time thereby limited, namely until the thirtieth day of September, one thousand eight hundred and ninety-four.

Partial completion of railway.

2. In the event of a portion of the said railway, not less than two miles in length, being constructed and brought into use within the term of three years allowed by the said Principal Act, or within such other extended period as may be allowed by this Act, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the promoters' interest and estate therein shall not revert to the Crown and original owners thereof, their heirs and assigns respectively, but shall remain vested in the said promoters, their heirs, executors, administrators, or assigns, notwithstanding anything to the contrary in the said Act contained: Provided that, on failing to comply with the conditions of this Act, as to the time allowed for the construction of two miles in length or the whole of the said railway, the promoters, their heirs, executors, administrators, or assigns, shall not, except in so far as by this Act provided, be entitled to any of the rights and privileges conferred upon them by this Act, but the said rights and privileges shall thereupon cease and determine.

Purchase of railway by Government.

3. In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act.

Short title.

4. This Act may, for all purposes, be cited as the "Silkstone Coal-mine Railway Act Amending Act of 1892," and shall be deemed to be incorporated with, and construed as part of the said "Silkstone Coal-mine Railway Act of 1889."

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

JERSEY.

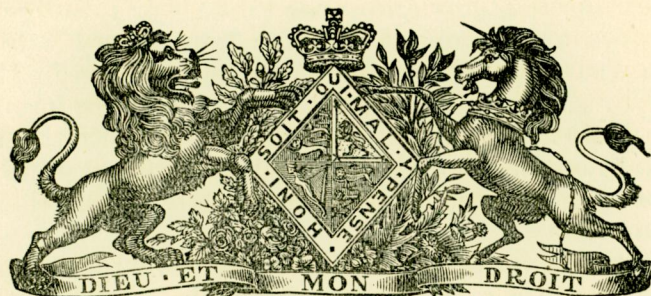
*Government House,  
23rd March, 1892.*

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

*Legislative Assembly Chamber,  
Sydney, 21 March, 1892. }*

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

## New South Wales.



ANNO QUINQUAGESIMO QUINTO

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The time for completion of the railway to be extended until 30th September, 1894.

1. The time limited by the said Principal Act for the constructing and bringing into use of the said railway shall be, and the same is hereby, extended to the term of two years beyond the time thereby limited, namely until the thirtieth day of September, one thousand eight hundred and ninety-four.

Partial completion of railway.

2. In the event of a portion of the said railway, not less than two miles in length, being constructed and brought into use within the term of three years allowed by the said Principal Act, or within such other extended period as may be allowed by this Act, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the promoters' interest and estate therein shall not revert to the Crown and original owners thereof, their heirs and assigns respectively, but shall remain vested in the said promoters, their heirs, executors, administrators, or assigns, notwithstanding anything to the contrary in the said Act contained: Provided that, on failing to comply with the conditions of this Act, as to the time allowed for the construction of two miles in length or the whole of the said railway, the promoters, their heirs, executors, administrators, or assigns, shall not, except in so far as by this Act provided, be entitled to any of the rights and privileges conferred upon them by this Act, but the said rights and privileges shall thereupon cease and determine.

Purchase of railway by Government.

3. In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act.

Short title.

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

JERSEY.

*Government House,  
23rd March, 1892.*



SILKSTONE COAL-MINE RAILWAY ACT AMENDING BILL.

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*SCHEDULE of Amendments referred to in Message of 15th March, 1892.*

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Page 2, clause 2, line 27. *Omit* "That"  
Page 2, clause 2. At end of clause *add* Proviso.  
Page 2, clause 3, line 44. *Omit* "That"

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MISSOURI BOTANICAL GARDEN

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MISSOURI BOTANICAL GARDEN

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MISSOURI BOTANICAL GARDEN

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*This PRIVATE 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, 16 February, 1892.* }

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

*The LEGISLATIVE COUNCIL has this day agreed to this Bill with Amendments.*

*Legislative Council Chamber,  
Sydney, 15th March, 1892.* }

JOHN J. CALVERT,  
*Clerk of the Parliaments.*

## New South Wales.



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NOTE.—The words to be omitted are ruled through; those to be inserted are printed in black letter.

*Silkstone Coal-mine Railway Act Amending.*

extended period as may be allowed by this Act, but only partially so constructed and brought into use within such time, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the said promoters' interest and estate therein should not revert to the Crown and original owners thereof, their heirs and assigns respectively, as provided for in the said Principal Act: And whereas it is further expedient that in the event of the Secretary for Public Works requiring the said promoters (in pursuance of section thirty-four of the said Principal Act) to sell to the Government the said railway upon the terms of paying the then value of such railway, and all lands, buildings, works, materials, and plant, all questions as to such value in case of difference (including any question as to whether such value should be inclusive or exclusive of any allowance for past or future profits of the said railway, or any compensation for compulsory sale or other consideration whatsoever) should be left to arbitration in the manner provided for by the said Principal Act: 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 time limited by the said Principal Act for the constructing and bringing into use of the said railway shall be, and the same is hereby, extended to the term of two years beyond the time thereby limited, namely until the thirtieth day of September, one thousand eight hundred and ninety-four. The time for completion of the railway to be extended until 30th September, 1894.

2. That In the event of a portion of the said railway, not less than two miles in length, being constructed and brought into use within the term of three years allowed by the said Principal Act, or within such other extended period as may be allowed by this Act, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the promoters' interest and estate therein shall not revert to the Crown and original owners thereof, their heirs and assigns respectively, but shall remain vested in the said promoters, their heirs, executors, administrators, or assigns, notwithstanding anything to the contrary in the said Act contained: **Provided that, on failing to comply with the conditions of this Act, as to the time allowed for the construction of two miles in length or the whole of the said railway, the promoters, their heirs, executors, administrators, or assigns, shall not, except in so far as by this Act provided, be entitled to any of the rights and privileges conferred upon them by this Act, but the said rights and privileges shall thereupon cease and determine.** Partial completion of railway.

3. That In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act. Purchase of railway by Government.

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- Page 2, clause 2, line 27. *Omit "That"*  
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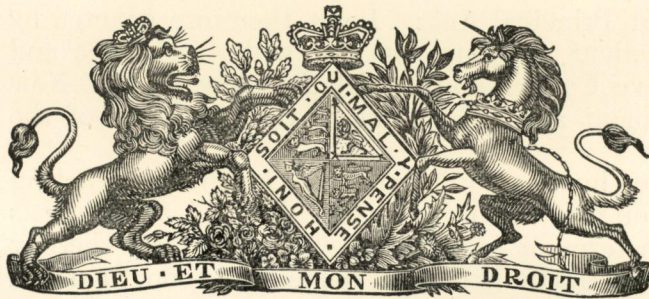
F. W. WEBB,  
*Clerk of Legislative Assembly*

*The LEGISLATIVE COUNCIL has this day agreed to this Bill with Amendments.*

*Legislative Council Chamber,  
Sydney, 15th March, 1892.* }

JOHN J. CALVERT,  
*Clerk of the Parliaments.*

## New South Wales.



ANNO QUINQUAGESIMO QUINTO

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417— extended

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*Silkstone Coal-mine Railway Act Amending.*

extended period as may be allowed by this Act, but only partially so constructed and brought into use within such time, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the said promoters' interest and estate therein should not revert to the Crown and original owners thereof, their heirs and assigns respectively, as provided for in the said Principal Act: And whereas it is further expedient that in the event of the Secretary for Public Works requiring the said promoters (in pursuance of section thirty-four of the said Principal Act) to sell to the Government the said railway upon the terms of paying the then value of such railway, and all lands, buildings, works, materials, and plant, all questions as to such value in case of difference (including any question as to whether such value should be inclusive or exclusive of any allowance for past or future profits of the said railway, or any compensation for compulsory sale or other consideration whatsoever) should be left to arbitration in the manner provided for by the said Principal Act: 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 time limited by the said Principal Act for the constructing and bringing into use of the said railway shall be, and the same is hereby, extended to the term of two years beyond the time thereby limited, namely until the thirtieth day of September, one thousand eight hundred and ninety-four. The time for completion of the railway to be extended until 30th September, 1894.

2. That In the event of a portion of the said railway, not less than two miles in length, being constructed and brought into use within the term of three years allowed by the said Principal Act, or within such other extended period as may be allowed by this Act, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the promoters' interest and estate therein shall not revert to the Crown and original owners thereof, their heirs and assigns respectively, but shall remain vested in the said promoters, their heirs, executors, administrators, or assigns, notwithstanding anything to the contrary in the said Act contained: **Provided that, on failing to comply with the conditions of this Act, as to the time allowed for the construction of two miles in length or the whole of the said railway, the promoters, their heirs, executors, administrators, or assigns, shall not, except in so far as by this Act provided, be entitled to any of the rights and privileges conferred upon them by this Act, but the said rights and privileges shall thereupon cease and determine.** Partial completion of railway.

3. That In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act. Purchase of railway by Government.

4. This Act may, for all purposes, be cited as the "Silkstone Coal-mine Railway Act Amending Act of 1892," and shall be deemed to be incorporated with, and construed as part of the said "Silkstone Coal-mine Railway Act of 1889." Short title.



*This PRIVATE 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, 16 February, 1892.* }

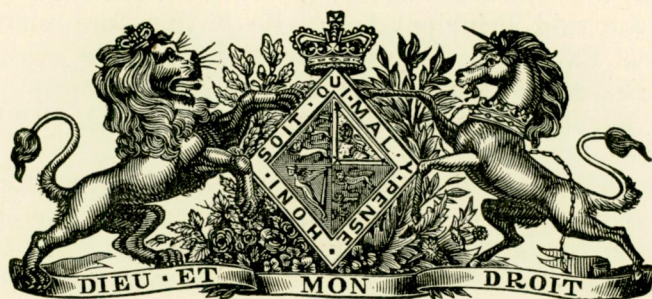
F. W. WEBB,  
*Clerk of Legislative Assembly.*

*The LEGISLATIVE COUNCIL has this day agreed to this Bill with Amendments.*

*Legislative Council Chamber,  
Sydney, March, 1892.* }

*Clerk of the Parliaments.*

## New South Wales.



ANNO QUINQUAGESIMO QUINTO

# VICTORIÆ REGINÆ.

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An Act to amend the "Silkstone Coal-mine Railway Act of 1889."

**W**HEREAS by the "Silkstone Coal-mine Railway Act of 1889," Preamble.  
hereinafter designated the Principal Act, Richard Tilden Smith 53 Vic.—Silkstone  
and John Thomas Mance, both therein described, their heirs, executors, Coal-mine Railway  
administrators, or assigns were authorized, upon the conditions and Act.  
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Maitland, in the parish of Stanford, in the county of Northumber-  
land, in the Colony of New South Wales, over and through certain  
portions of land of the Crown, bodies corporate, and private persons  
10 respectively, to the Great Northern Railway, for conveying coal  
and goods, and at their option passengers and live stock, provided  
that the said railway should be constructed and brought into use  
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*Silkstone Coal-mine Railway Act Amending.*

extended period as may be allowed by this Act, but only partially so constructed and brought into use within such time, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the said promoters' interest and estate therein should not revert to the Crown and original owners thereof, their heirs and assigns respectively, as provided for in the said Principal Act: And whereas it is further expedient that in the event of the Secretary for Public Works requiring the said promoters (in pursuance of section thirty-four of the said Principal Act) to sell to the Government the said railway upon the terms of paying the then value of such railway, and all lands, buildings, works, materials, and plant, all questions as to such value in case of difference (including any question as to whether such value should be inclusive or exclusive of any allowance for past or future profits of the said railway, or any compensation for compulsory sale or other consideration whatsoever) should be left to arbitration in the manner provided for by the said Principal Act: 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 time limited by the said Principal Act for the constructing and bringing into use of the said railway shall be, and the same is hereby, extended to the term of two years beyond the time thereby limited, namely until the thirtieth day of September, one thousand eight hundred and ninety-four.

The time for completion of the railway to be extended until 30th September, 1894.

2. That In the event of a portion of the said railway, not less than two miles in length, being constructed and brought into use within the term of three years allowed by the said Principal Act, or within such other extended period as may be allowed by this Act, so much of the said lands as shall have the said railway actually constructed and brought into use thereon, including Crown lands, and the promoters' interest and estate therein shall not revert to the Crown and original owners thereof, their heirs and assigns respectively, but shall remain vested in the said promoters, their heirs, executors, administrators, or assigns, notwithstanding anything to the contrary in the said Act contained: **Provided that, on failing to comply with the conditions of this Act, as to the time allowed for the construction of two miles in length or the whole of the said railway, the promoters, their heirs, executors, administrators, or assigns, shall not, except in so far as by this Act provided, be entitled to any of the rights and privileges conferred upon them by this Act, but the said rights and privileges shall thereupon cease and determine.**

Partial completion of railway.

3. That In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act.

Purchase of railway by Government.

4. This Act may, for all purposes, be cited as the "Silkstone Coal-mine Railway Act Amending Act of 1892," and shall be deemed to be incorporated with, and construed as part of the said "Silkstone Coal-mine Railway Act of 1889."

Short title.

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*Legislative Assembly Chamber,  
Sydney, 16 February, 1892.* }

F. W. WEBB,  
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## New South Wales.



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*Silkstone Coal-mine Railway Act Amending.*

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3. That In the event of the Secretary for Public Works on behalf of the Government at any time by notice in writing (in pursuance of section thirty-four of the said Principal Act) requiring the said promoters, their heirs, executors, administrators, or assigns to sell to the Government the said railway, upon the terms of paying the then value of the said railway, and all lands, buildings, works, materials, and plant of the said promoters, their heirs, executors, administrators, or assigns, suitable to and used by them for the purposes of the said railway, all questions as to such value in case of difference shall be left to arbitration in the manner provided for by the said Principal Act.

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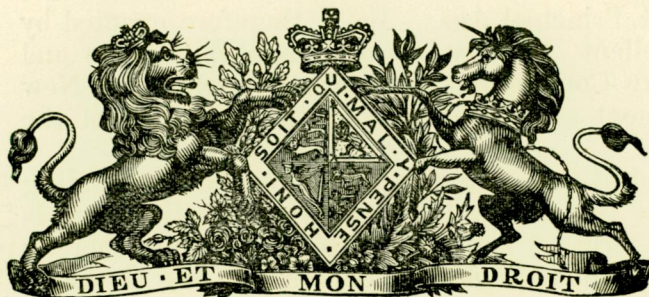
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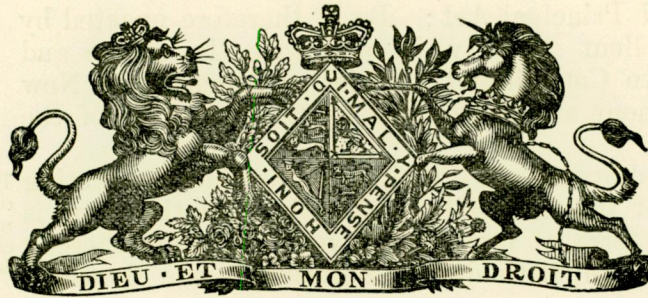
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