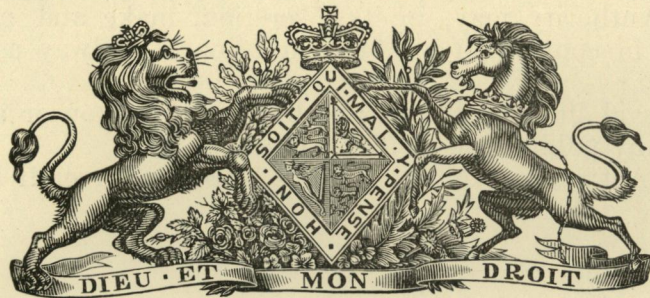


New South Wales.



ANNO SEXAGESIMO PRIMO

VICTORIÆ REGINÆ.

\*\*\*\*\*

No. XII. (A.D. 1897.)

An Act to sanction the construction of a line of Railway from Moree to Inverell. [Assented to, 25th October, 1897.]

**W**HEREAS, in accordance with the provisions of the Public Works <sup>Preamble.</sup> Act of 1888, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of a line of railway from Moree to Inverell: And whereas on the passing of the said resolution a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the said work: 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 <sup>Work sanctioned.</sup> described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the Member of the Executive Council for

*Moree to Inverell Railway (No. 2).*

for the time being performing the duties of the said Secretary, is hereby authorised 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.

Plan of work.

2. The plan of the said work is the plan marked "Moree 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.

Cost, how to be defrayed.

3. The cost of carrying out the said work, estimated at two hundred and seventy-nine thousand five hundred pounds, may be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

Constructing Authority not required to fence the line.

4. Notwithstanding the provisions of section one hundred and six of the Public Works Act of 1888 the Constructing Authority shall not be required or 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 any such fence in connection with the said line of railway as it may think fit.

Line may be constructed along a road.

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

Short title.

6. This Act may be cited as the "Moree to Inverell Railway Act, 1897."

## SCHEDULE.

*Moree to Inverell Railway.*

This line begins by a junction with the North-western Railway at three hundred and fourteen miles thirty-one chains fifty-eight links from Newcastle, about a quarter of a mile from the southern end of the Moree station ground. It follows with a general easterly direction the south side of the Gwydir River, which it crosses about two miles south-east of Ezzy's Crossing; thence to a point on the Warialda Creek immediately south of its confluence with Kelly's Gully, about four miles by road from the township of Warialda; thence up the south side of that gully, and passing the head of Reserve Creek to Big Plain; thence skirting the north of Little Plain, and terminating at a point on the western side of the Macintyre River at about four hundred and ten miles sixty-six chains, nearly opposite the Show Ground at Inverell, being a total length of about ninety-six miles thirty-five chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority : WILLIAM APPEGATE GULLICK, Government Printer, Sydney, 1897.

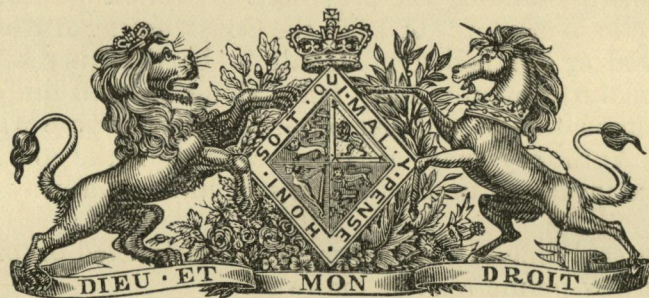
[3d.]

*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.*

*Legislative Assembly Chamber,  
Sydney, 22 October, 1897, A.M. }*

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

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1. The carrying out of the said work (more particularly <sup>Work sanctioned.</sup> described in the Schedule to this Act) is hereby sanctioned; and the Secretary for Public Works, or the Member of the Executive Council for

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

**WILLIAM McCOURT,**  
*Chairman of Committees of the Legislative Assembly.*

*Moree to Inverell Railway (No. 2).*

for the time being performing the duties of the said Secretary, is hereby authorised 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.

Plan of work.

2. The plan of the said work is the plan marked "Moree 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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*In the name and on the behalf of Her Majesty I assent to this Act.*

*Government House,  
Sydney, 25th October, 1897.*

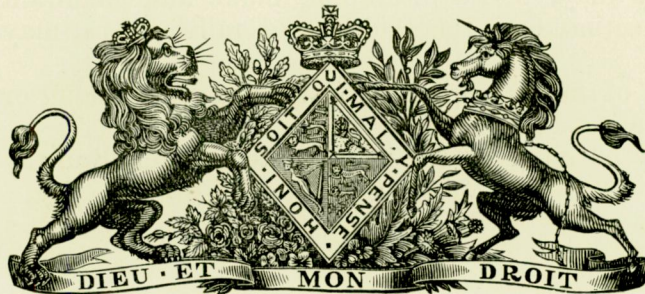
HAMPDEN,  
Governor.

*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, 11 August, 1897.* }

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

## New South Wales.



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*Moree to Inverell Railway (No. 2).*

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