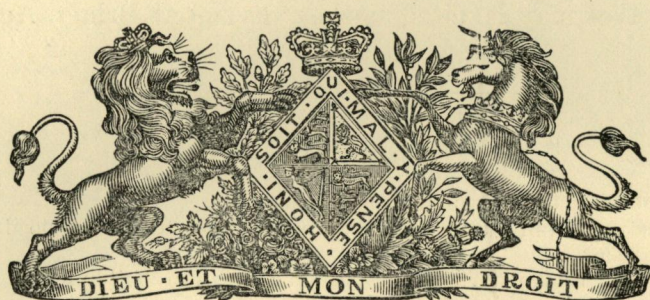


New South Wales.



ANNO SEXAGESIMO PRIMO

VICTORIÆ REGINÆ.

No. XIX. (A.D. 1897.)

An Act to sanction the removal of the present Pymont Bridge, and the construction in lieu thereof of a Timber Bridge with Steel Swing Span, as recommended by the Parliamentary Standing Committee on Public Works in their report presented on 6th December, 1894. [Assented to, 2nd December, 1897.]

WHEREAS, in accordance with the provisions of the Public Works Act of 1888, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the removal of the present Pymont Bridge and the construction in lieu thereof of a timber bridge with steel swing span: 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 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 performing the duties of the said Secretary, is hereby authorised to

Work sanctioned.

to

Pymont Bridge.

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. The plan of the said work is the plan marked "Pymont Bridge," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Public Works, and deposited in the office of the said Secretary.

Cost, how to be
defrayed.

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

Short title.

3. This Act may be cited as the "Pymont Bridge Act, 1897."

SCHEDULE.

1. The removal of the present Pymont Bridge.
2. The construction of a bridge and approaches thereto in the position and of the description as follow:—
The centre line of bridge starts from the south-western building line of Wharf-street, at a point about thirty feet on the northern side of the northern boundary of James Cooper's property; thence in a westerly direction across Darling Harbour terminating at the intersection of Murray and Union streets.
A zigzag approach, forty feet wide, to be constructed parallel with Murray-street, giving access to Goods Shed.
The design consists of a steel swing span, giving two sixty feet clear openings and a headway of twenty-five feet above high water mark, with timber side spans of thirty-five feet, providing a carriage-way of forty feet and two seven-feet footpaths from Wharf-street to Murray-street.

[3d.]

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

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, 26 November, 1897, A.M. }*

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

New South Wales.



ANNO SEXAGESIMO PRIMO

VICTORIÆ REGINÆ.

No. XIX. (A.D. 1897.)

An Act to sanction the removal of the present Pymont Bridge, and the construction in lieu thereof of a Timber Bridge with Steel Swing Span, as recommended by the Parliamentary Standing Committee on Public Works in their report presented on 6th December, 1894. [Assented to, 2nd December, 1897.]

WHEREAS, in accordance with the provisions of the Public Works Act of 1888, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the removal of the present Pymont Bridge and the construction in lieu thereof of a timber bridge with steel swing span: 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 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 performing the duties of the said Secretary, is hereby authorised to

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.

Pymont Bridge.

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. The plan of the said work is the plan marked "Pymont Bridge," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Public Works, and deposited in the office of the said Secretary.

Cost, how to be
defrayed.

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

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The design consists of a steel swing span, giving two sixty feet clear openings and a headway of twenty-five feet above high water mark, with timber side spans of thirty-five feet, providing a carriage-way of forty feet and two seven-feet footpaths from Wharf-street to Murray-street.

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

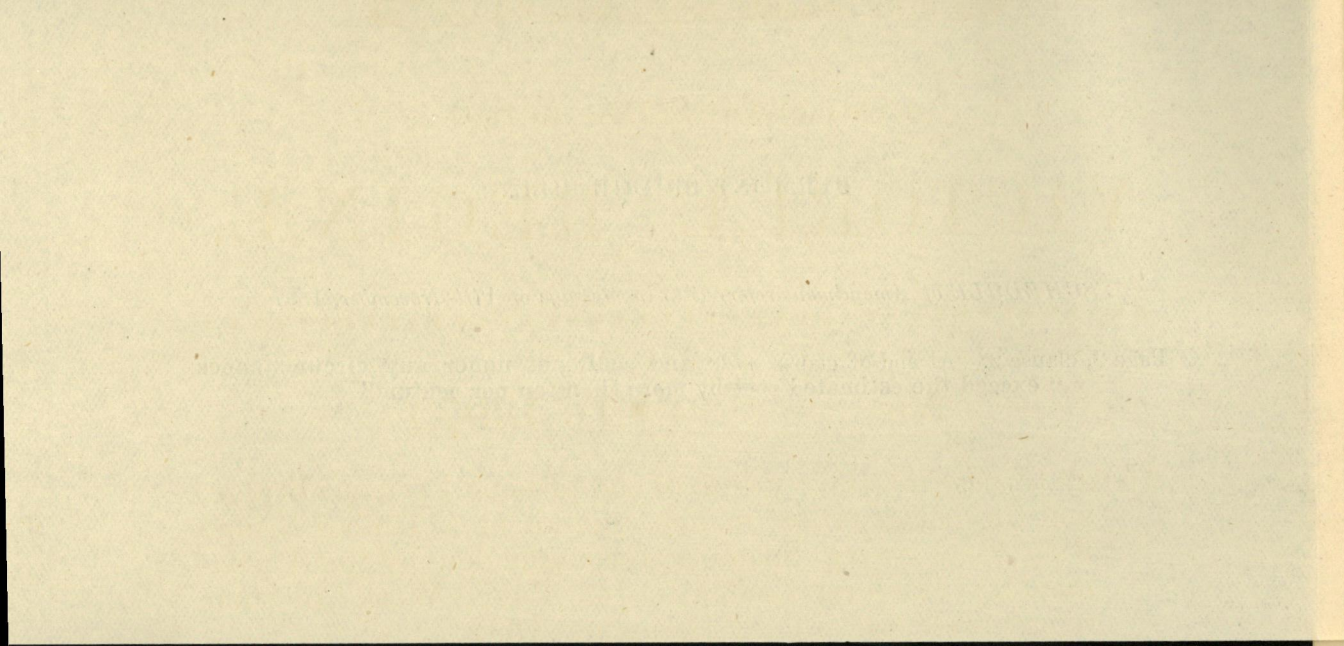
FREDK. M. DARLEY,
Lieutenant-Governor.

Government House,
Sydney, 2nd December, 1897.

PYRMONT BRIDGE BILL.

SCHEDULE of Amendment referred to in Message of 17th November, 1897.

Page 2, clause 2. At end of clause *add* “and shall not under any circumstances
“ exceed the estimated cost by more than ten per centum”



2 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, 6 October, 1897. }

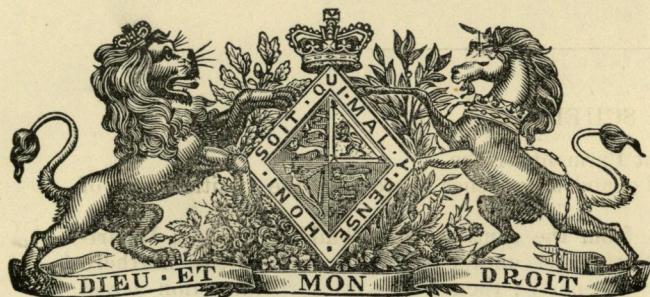
F. W. WEBB,
Clerk of the Legislative Assembly.

The LEGISLATIVE COUNCIL has this day agreed to this Bill with an Amendment.

Legislative Council Chamber,
Sydney, 17th November, 1897. }

JOHN J. CALVERT,
Clerk of the Parliaments.

New South Wales.



ANNO SEXAGESIMO PRIMO

VICTORIÆ REGINÆ.

No. . (A.D. 1897.)

An Act to sanction the removal of the present Pymont Bridge, and the construction in lieu thereof of a Timber Bridge with Steel Swing Span, as recommended by the Parliamentary Standing Committee on Public Works in their report presented on 6th December, 1894.

WHEREAS, in accordance with the provisions of the Public Preamble.
Works Act of 1888, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the removal of the present Pymont Bridge and the construction in
5 lieu thereof of a timber bridge with steel swing span : 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
10 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 Work sanctioned.
in the Schedule to this Act) is hereby sanctioned ; and the Secretary
15 for Public Works, or the Member of the Executive Council for the time being performing the duties of the said Secretary, is hereby authorised

173—

to

NOTE.—The words to be inserted are printed in black letter.

Pymont Bridge.

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. The plan of the said work is the plan marked
 5 "Pymont Bridge," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Public Works, and deposited in the office of the said Secretary.

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

Cost, how to be defrayed.

3. This Act may be cited as the "Pymont Bridge Act, 1897." Short title.

SCHEDULE.

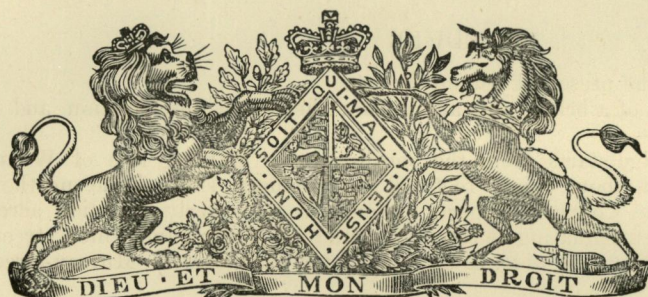
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 20 Darling Harbour terminating at the intersection of Murray and Union streets.
 A zigzag approach, forty feet wide, to be constructed parallel with Murray-street, giving access to Goods Shed.
 25 The design consists of a steel swing span, giving two sixty feet clear openings and a headway of twenty-five feet above high water mark, with timber side spans of thirty-five feet, providing a carriage-way of forty feet and two seven-feet footpaths from Wharf-street to Murray-street.

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, 6 October, 1897. }*

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

New South Wales.



ANNO SEXAGESIMO PRIMO

VICTORIÆ REGINÆ.

No. . (A.D. 1897.)

An Act to sanction the removal of the present Pyrmont Bridge, and the construction in lieu thereof of a Timber Bridge with Steel Swing Span, as recommended by the Parliamentary Standing Committee on Public Works in their report presented on 6th December, 1894.

WHEREAS, in accordance with the provisions of the Public Preamble.
Works Act of 1888, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the removal of the present Pyrmont Bridge and the construction in
5 lieu thereof of a timber bridge with steel swing span: 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
10 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 **Work sanctioned.**
in the Schedule to this Act) is hereby sanctioned; and the Secretary
15 for Public Works, or the Member of the Executive Council for the time being performing the duties of the said Secretary, is hereby authorised

Pymont Bridge.

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. The plan of the said work is the plan marked 5 "Pymont Bridge," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Public Works, and deposited in the office of the said Secretary.

2. The cost of carrying out the said work, estimated at eighty- Cost, how to be
two thousand five hundred pounds, may be defrayed from such Loan defrayed.
10 Votes as are now or may hereafter be applicable thereto.

3. This Act may be cited as the "Pymont Bridge Act, 1897." Short title.

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1. The removal of the present Pymont Bridge.
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a headway of twenty-five feet above high water mark, with timber side spans
of thirty-five feet, providing a carriage-way of forty feet and two seven-feet
25 footpaths from Wharf-street to Murray-street.

Sydney : William Applegate Gullick, Government Printer.—1897.

[3d.]