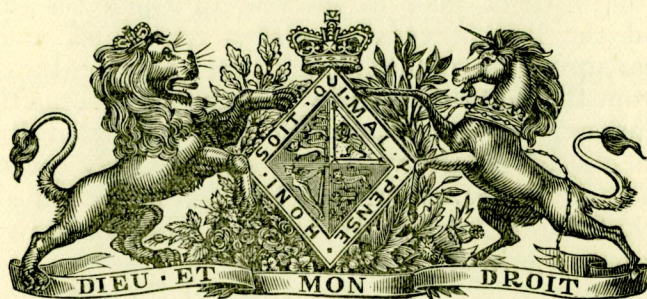


New South Wales.



ANNO SEXAGESIMO SECUNDO

VICTORIÆ REGINÆ.

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Act No. 42, 1898.

An Act to sanction the construction of a line of Railway from Byrock to Brewarrina. [Assented to, 24th December, 1898.]

**W**HEREAS, 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 construction of a line of railway from Byrock to Brewarrina: And whereas the said resolution imposed a statutory duty 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

Preamble.

Work sanctioned.

for

*Byrock to Brewarrina Railway.*

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 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.

Additional rent to be paid in respect of Crown lands served by the railway.

2. (1) The Governor shall within three months after the commencement of this Act by proclamation in the Gazette declare the district which in his opinion will be served by the said work, and upon the publication of that proclamation every lessee from the Crown of lands within that district shall in the year in which the said work is completed and the line of railway opened for traffic, and in every succeeding year up to and including the year in which the amount of the receipts from the said line of railway equals or exceeds the amount of the working expenses together with the amount of the interest payable on the cost of construction but no longer, pay the sum of one farthing per acre for every acre of such land leased by him in addition to any sum which he is liable under any Act relating to Crown lands to pay as rent for such land.

(2) The provisions of the Acts relating to Crown lands which apply to the payment and recovery of rent for such land shall apply to the payment and recovery of such additional rent, which, when paid, shall be forwarded by the Secretary for Lands to the Railway Commissioners.

Plan of work.

3. The plan of the said work is the plan marked Byrock to Brewarrina Railway, signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and forty-six thousand three hundred and fifty 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.

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 "Byrock to Brewarrina Railway Act, 1898."

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*Byrock to Brewarrina Railway.*

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SCHEDULE.

*Byrock to Brewarrina Railway.*

This line branches from the Great Western Railway at four hundred and fifty-five miles sixty-two chains from Sydney, at the north-west end of Byrock Station, and follows generally the travelling stock reserve, number one thousand two hundred and seven, for about nineteen miles. Here, in order to avoid heavily flooded country, it leaves the reserve and continues generally parallel to it, about two miles to the eastward to Brewarrina, ending at five hundred and fourteen miles twenty-five chains from Sydney, being a length of about fifty-eight miles forty-three chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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By Authority: WILLIAM APPELEGATE GULLICK, Government Printer, Sydney, 1899.

[3d.]

Journal of the American Medical Association

1917

The first meeting of the American Medical Association was held in Chicago, Illinois, on May 1, 1847. The meeting was held in the city of Chicago, Illinois, and was the first of a series of annual meetings which have since been held in various cities throughout the United States. The meeting was held in the city of Chicago, Illinois, and was the first of a series of annual meetings which have since been held in various cities throughout the United States.

The American Medical Association is a non-profit organization that represents the interests of physicians and the public. It was founded in 1847 and has since grown to become one of the largest and most influential organizations in the medical profession in the United States.

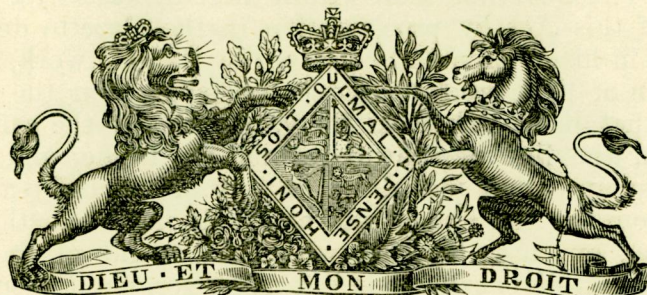
The American Medical Association is a non-profit organization that represents the interests of physicians and the public. It was founded in 1847 and has since grown to become one of the largest and most influential organizations in the medical profession in the United States.

*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, 23 December, 1898, A.M. }*

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

## New South Wales.



ANNO SEXAGESIMO SECUNDO

# VICTORIÆ REGINÆ.

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## Act No. 42, 1898.

An Act to sanction the construction of a line of Railway from Byrock to Brewarrina. [Assented to, 24th December, 1898.]

**W**HEREAS, 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 construction of a line of railway from Byrock to Brewarrina: And whereas the said resolution imposed a statutory duty 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 Work sanctioned.  
in the Schedule to this Act) is hereby sanctioned, and the Secretary for

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

*E. W. O'SULLIVAN,  
Temporary Chairman of Committees of the Legislative Assembly.*

*Byrock to Brewarrina Railway.*

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 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.

Additional rent to be paid in respect of Crown lands served by the railway.

2. (1) The Governor shall within three months after the commencement of this Act by proclamation in the Gazette declare the district which in his opinion will be served by the said work, and upon the publication of that proclamation every lessee from the Crown of lands within that district shall in the year in which the said work is completed and the line of railway opened for traffic, and in every succeeding year up to and including the year in which the amount of the receipts from the said line of railway equals or exceeds the amount of the working expenses together with the amount of the interest payable on the cost of construction but no longer, pay the sum of one farthing per acre for every acre of such land leased by him in addition to any sum which he is liable under any Act relating to Crown lands to pay as rent for such land.

(2) The provisions of the Acts relating to Crown lands which apply to the payment and recovery of rent for such land shall apply to the payment and recovery of such additional rent, which, when paid, shall be forwarded by the Secretary for Lands to the Railway Commissioners.

Plan of work.

3. The plan of the said work is the plan marked Byrock to Brewarrina Railway, signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and forty-six thousand three hundred and fifty 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.

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 "Byrock to Brewarrina Railway Act, 1898."

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*Byrock to Brewarrina Railway.*

---

SCHEDULE.

*Byrock to Brewarrina Railway.*

This line branches from the Great Western Railway at four hundred and fifty-five miles sixty-two chains from Sydney, at the north-west end of Byrock Station, and follows generally the travelling stock reserve, number one thousand two hundred and seven, for about nineteen miles. Here, in order to avoid heavily flooded country, it leaves the reserve and continues generally parallel to it, about two miles to the eastward to Brewarrina, ending at five hundred and fourteen miles twenty-five chains from Sydney, being a length of about fifty-eight miles forty-three chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

*Government House,  
Sydney, 24th December, 1898.*

HAMPDEN,  
*Governor.*

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BYROCK TO BREWARRINA RAILWAY BILL.

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*SCHEDULE of Amendment referred to in Message of 21st December, 1898.*

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Page 2, *After clause 1, insert new clause 2.*

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THE UNIVERSITY OF CHICAGO  
LIBRARY

1. [Faint, illegible text]

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9. [Faint, illegible text]

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10. [Faint, illegible text]

*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, 8 December, 1898.* }

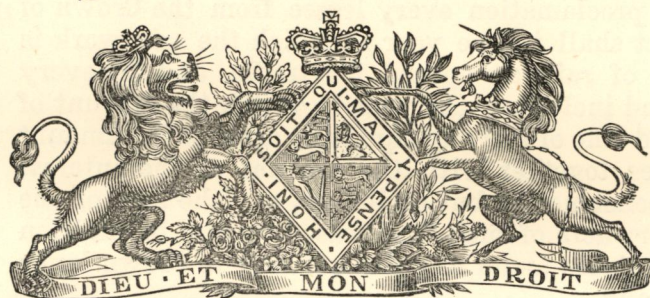
F. W. WEBB,  
*Clerk of the Legislative Assembly.*

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

*Legislative Council Chamber,  
Sydney, 21st December, 1898.* }

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

## New South Wales.



ANNO SEXAGESIMO SECUNDO

# VICTORIÆ REGINÆ.

\*\*\*\*\*

Act No. , 1898.

An Act to sanction the construction of a line of Railway from Byrock to Brewarrina.

**W**HEREAS, in accordance with the provisions of the Public <sup>Preamble.</sup> Works 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 Byrock to Brewarrina: And  
5 whereas the said resolution imposed a statutory duty 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  
10 Wales in Parliament assembled, and by the authority of the same, as follows:—

1. The carrying out of the said work (more particularly described <sup>Work sanctioned.</sup> in the Schedule to this Act) is hereby sanctioned, and the Secretary  
174— for

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

*Byrock to Brewarrina Railway.*

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 undertake and carry out the said work subject to the provisions of this Act, and for that purpose shall be, and shall have  
 5 the powers and duties of, a Constructing Authority within the meaning of the Public Works Act of 1888.

2. (1) The Governor shall within three months after the com-  
 mencement of this Act by proclamation in the Gazette declare the  
 district which in his opinion will be served by the said work, and upon  
 10 the publication of that proclamation every lessee from the Crown of  
 lands within that district shall in the year in which the said work is  
 completed and the line of railway opened for traffic, and in every  
 succeeding year up to and including the year in which the amount of  
 the receipts from the said line of railway equals or exceeds the amount  
 15 of the working expenses together with the amount of the interest  
 payable on the cost of construction but no longer, pay the sum of one  
 farthing per acre for every acre of such land leased by him in addition  
 to any sum which he is liable under any Act relating to Crown lands  
 to pay as rent for such land.

20 (2) The provisions of the Acts relating to Crown lands which apply to the payment and recovery of rent for such land shall apply to the payment and recovery of such additional rent, which, when paid, shall be forwarded by the Secretary for Lands to the Railway Commissioners.

25 2. 3. The plan of the said work is the plan marked Byrock to  
 Brewarrina Railway, signed by the Secretary for Public Works and  
 countersigned by the Engineer-in-Chief for Railway Construction, and  
 deposited in the public office of the said Secretary. Plan of work.

30 3. 4. The cost of carrying out the said work, estimated at one  
 hundred and forty-six thousand three hundred and fifty 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. Cost, how to be defrayed.

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

5. 6. This Act may be cited as the "Byrock to Brewarrina Rail-  
 way Act, 1898." Short title.

---

*Byrock to Brewarrina Railway.*

---

SCHEDULE.

*Byrock to Brewarrina Railway.*

This line branches from the Great Western Railway at four hundred and fifty-five miles sixty-two chains from Sydney, at the north-west end of Byrock Station, and follows generally the travelling stock reserve, number one thousand two hundred and seven, for about nineteen miles. Here, in order to avoid heavily flooded country, it leaves the reserve and continues generally parallel to it, about two miles to the eastward to Brewarrina, ending at five hundred and fourteen miles twenty-five chains from Sydney, being a length of about fifty-eight miles forty-three chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

