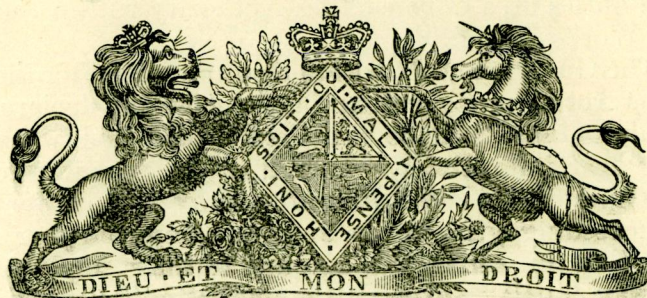


New South Wales.



ANNO SEXAGESIMO QUARTO

VICTORIÆ REGINÆ.

Act No. 82, 1900.

An Act to sanction the construction of a line of Railway from Grafton to Casino; to provide for the transfer to the Railway Commissioners of New South Wales of certain revenues derived from certain lands benefited by the line; to authorise the construction of the said line on public roads; and for other purposes. [Assented to, 11th December, 1900.]

WHEREAS, in accordance with the provisions of the Public Works Act, 1900, 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 Grafton to Casino: 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. This Act may be cited as the "Grafton to Casino Railway Act, 1900."

2.

Grafton to Casino Railway.

- Work sanctioned. **2.** The carrying out 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 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, 1900:
- Portion of revenue from Crown lands served by the railway to be transferred to Railway Commissioners. **3.** 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 benefited by the said work, and thereupon in the year immediately succeeding 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 immediately succeeding that 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, there shall be paid and transferred to the Railway Commissioners of New South Wales by the Colonial Treasurer from the revenue derived from lands within the said district under lease from the Crown, such sum as represents the difference between the amount of the actual receipts from the said line of railway during the previous year and the amount of the working expenses of the said line for that year, together with the amount of the interest payable for that year on the cost of construction.
- Plan of work. **4.** The plan of the said work is the plan marked "Grafton to Casino 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. **5.** The cost of carrying out the said work, estimated at two hundred and fifty-seven thousand 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 on road. **6.** The said line of railway may be constructed on or along or by the side of any public road or highway.

Grafton to Casino Railway.

SCHEDULE.

This line begins at the west side of Turf-street, between Irene and Pound streets, in the city of Grafton, and follows the north bank of the Clarence River for about six miles, from whence the bearing is generally north to the Richmond Range, which is crossed on the twenty-ninth mile. The direction then becomes more westerly, following the eastern side of the main road from Grafton to Casino, and crossing it about forty-two miles, the same direction being maintained to close to the junction of Mongogerie and Deep Creek, where the latter is crossed ; from here the line is more or less direct to the crossing of the Richmond River, at about sixty-three and a half miles ; thence it is north-easterly and easterly to the northern side of the township of Casino, where it ends at the western side of West-street, and at the beginning of the authorised Casino to Lismore railway,—being a total length of sixty-four miles and twenty chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority : WILLIAM APPLIGATE GULLICK, Government Printer, Sydney, 1900.

CONFIDENTIAL

MEMORANDUM

TO: [Illegible]

FROM: [Illegible]

SUBJECT: [Illegible]

[Illegible text follows, appearing to be a memorandum body with several lines of text.]

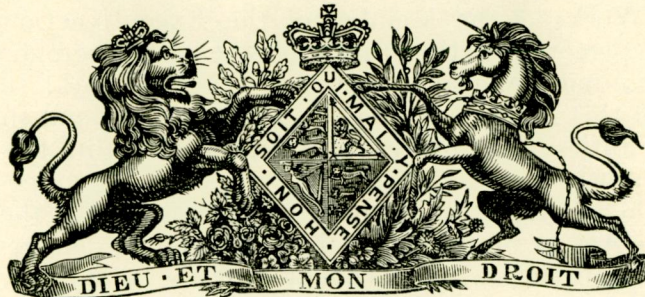
CONFIDENTIAL

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, 5 December, 1900, A.M. }*

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

New South Wales.



ANNO SEXAGESIMO QUARTO

VICTORIÆ REGINÆ.

Act No. 82, 1900.

An Act to sanction the construction of a line of Railway from Grafton to Casino; to provide for the transfer to the Railway Commissioners of New South Wales of certain revenues derived from certain lands benefited by the line; to authorise the construction of the said line on public roads; and for other purposes. [Assented to, 11th December, 1900.]

WHEREAS, in accordance with the provisions of the Public Works Act, 1900, 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 Grafton to Casino: 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. This Act may be cited as the "Grafton to Casino Railway Act, 1900." Short title.
2.

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

*J. H. CANN,
Chairman of Committees of the Legislative Assembly.*

Grafton to Casino Railway.

Work sanctioned.

2. The carrying out 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 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, 1900:

Portion of revenue from Crown lands served by the railway to be transferred to Railway Commissioners.

3. 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 benefited by the said work, and thereupon in the year immediately succeeding 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 immediately succeeding that 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, there shall be paid and transferred to the Railway Commissioners of New South Wales by the Colonial Treasurer from the revenue derived from lands within the said district under lease from the Crown, such sum as represents the difference between the amount of the actual receipts from the said line of railway during the previous year and the amount of the working expenses of the said line for that year, together with the amount of the interest payable for that year on the cost of construction.

Plan of work.

4. The plan of the said work is the plan marked "Grafton to Casino 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.

5. The cost of carrying out the said work, estimated at two hundred and fifty-seven thousand 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 on road.

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

Grafton to Casino Railway.

SCHEDULE.

This line begins at the west side of Turf-street, between Irene and Pound streets, in the city of Grafton, and follows the north bank of the Clarence River for about six miles, from whence the bearing is generally north to the Richmond Range, which is crossed on the twenty-ninth mile. The direction then becomes more westerly, following the eastern side of the main road from Grafton to Casino, and crossing it about forty-two miles, the same direction being maintained to close to the junction of Mongogerie and Deep Creek, where the latter is crossed ; from here the line is more or less direct to the crossing of the Richmond River, at about sixty-three and a half miles ; thence it is north-easterly and easterly to the northern side of the township of Casino, where it ends at the western side of West-street, and at the beginning of the authorised Casino to Lismore railway,—being a total length of sixty-four miles and twenty 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, 11th December, 1900.*

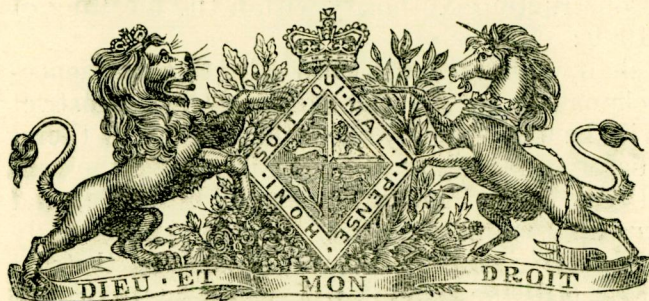
FREDK. M. DARLEY,
Lieutenant-Governor.

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, 4 December, 1900, A.M. }*

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

New South Wales.



ANNO SEXAGESIMO QUARTO

VICTORIÆ REGINÆ.

Act No. , 1900.

An Act to sanction the construction of a line of Railway from Grafton to Casino; to provide for the transfer to the Railway Commissioners of New South Wales of certain revenues derived from certain lands benefited by the line; to authorise the construction of the said line on public roads; and for other purposes.

WHEREAS, in accordance with the provisions of the Public Preamble. Works Act, 1900, 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 Grafton to Casino: And, 5 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 10 Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the "Grafton to Casino Railway Short title. Act, 1900."

Grafton to Casino Railway.

2. The carrying out 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
5 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, 1900:

Work sanctioned.

3. The Governor shall, within three months after the commence-
10 ment of this Act by proclamation in the Gazette, declare the district which in his opinion will be benefited by the said work, and there- upon in the year immediately succeeding the year in which the said work is completed and the line of railway opened for traffic, and
15 in every succeeding year up to and including the year immediately succeeding that 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, there shall be paid and transferred to the
20 Railway Commissioners of New South Wales by the Colonial Treasurer from the revenue derived from lands within the said district under lease from the Crown, such sum as represents the difference between the amount of the actual receipts from the said line of railway during the previous year and the amount of the working expenses of
25 the said line for that year, together with the amount of the interest payable for that year on the cost of construction.

Portion of revenue from Crown lands served by the railway to be transferred to Railway Commissioners.

4. The plan of the said work is the plan marked "Grafton to
Casino Railway," signed by the Secretary for Public Works, and
30 countersigned by the Engineer-in-Chief for Railway construction, and deposited in the public office of the said Secretary.

Plan of work. Cost, how to be defrayed.

5. The cost of carrying out the said work, estimated at two
hundred and fifty-seven thousand pounds, may be defrayed from such
30 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.

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

Line may be constructed on road.

Grafton to Casino Railway.

SCHEDULE.

This line begins at the west side of Turf-street, between Irene and Pound streets, in the city of Grafton, and follows the north bank of the Clarence River for about six miles, from whence the bearing is generally north to the Richmond Range, which is
5 crossed on the twenty-ninth mile. The direction then becomes more westerly, following the eastern side of the main road from Grafton to Casino, and crossing it about forty-two miles, the same direction being maintained to close to the junction of Mongogerie and Deep Creek, where the latter is crossed ; from here the line is more or less direct to the crossing of the Richmond River, at about sixty-three and a half miles ; thence it is
10 north-easterly and easterly to the northern side of the township of Casino, where it ends at the western side of West-street, and at the beginning of the authorised Casino to Lismore railway,—being a total length of sixty-four miles and twenty chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

REPORT OF THE PHYSICS DEPARTMENT
FOR THE YEAR 1954-55

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OF