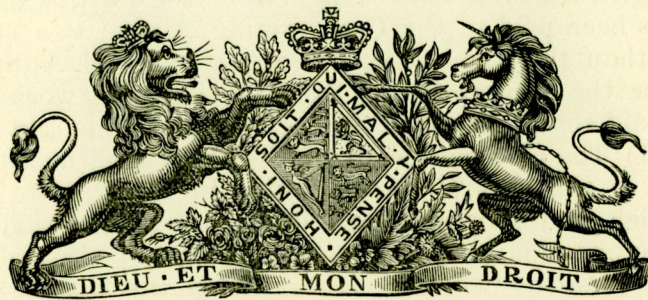


New South Wales.



ANNO SEXAGESIMO SECUNDO

VICTORIÆ REGINÆ.

Act No. 40, 1898.

An Act to sanction the construction of a line of Railway from The Rock to Green's Gunyah. [Assented to, 24th December, 1898.]

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 construction of a line of railway from The Rock to Green's Gunyah: 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

Preamble.

Work sanctioned.

Secretary

The Rock to Green's Gunyah Railway.

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 of 1888: Provided that the said works shall not be commenced to be constructed unless the private lands required for the construction of the line (except town allotments) have been contracted by instrument in writing to be conveyed by deed of gift, transfer, or exchange from the owners to the Crown, or there has been paid to the Constructing Authority a sum equal to or greater than the amount estimated by the said Authority to be required for the resumption of land for the said work: And the money so paid shall be applied for the purpose of the said resumption.

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 owner of land and 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 in addition to any sum which he is liable under any Act relating to Crown lands to pay as rent for such land, one penny per acre within a distance of five miles on each side, one halfpenny per acre within a further distance of ten miles, and one farthing per acre within a radius of fifteen miles; but the land for a distance of five miles from the Rock Station on the main Junee-Albury Line to be excluded.

(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 "The Rock to Green's Gunyah 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 sixty-five thousand nine hundred and thirty-nine 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.

The Rock to Green's Gunyah Railway.

5. The said line of railway may be constructed on or along or by the side of any public road or highway. Line may be constructed along a road.
6. This Act may be cited as "The Rock to Green's Gunyah Railway Act, 1898." Short title.

SCHEDULE.

The Rock to Green's Gunyah (now called Lockhart) Railway.

This line begins by a junction with the Southern Railway at the south end of The Rock station at three hundred and twenty-seven miles twenty-eight chains from Sydney, and follows a five-chain reserved road generally westerly to Bullenbung Creek at about three hundred and thirty-five miles. From here the line is from one to two miles north of the road, and, crossing the watershed of the Lachlan and Murrumbidgee Rivers at about three hundred and forty-three miles, ends parallel to and adjoining the southern boundary of the township of Green's Gunyah (now called Lockhart) at about three hundred and fifty two miles twenty chains, being a total length of about twenty-four miles seventy-two chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

[3d.]

The Book of the Green's Garden

The book of the Green's Garden may be purchased on or along the route of the Green's Garden Railway. The book may be purchased at the Green's Garden Railway, 1898.

NOTICE

The book of the Green's Garden (now called the Green's Garden Railway) may be purchased on or along the route of the Green's Garden Railway. The book may be purchased at the Green's Garden Railway, 1898.

In August, 1898, the Green's Garden Railway, 1898.

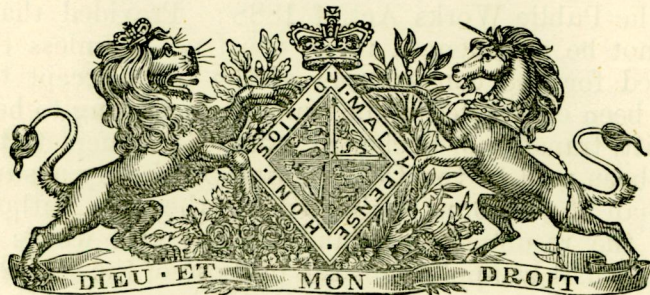
The Green's Garden Railway, 1898. The book of the Green's Garden (now called the Green's Garden Railway) may be purchased on or along the route of the Green's Garden Railway. The book may be purchased at the Green's Garden Railway, 1898.

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.

Act No. 40, 1898.

An Act to sanction the construction of a line of Railway from The Rock to Green's Gunyah. [Assented to, 24th December, 1898.]

WHEREAS, in accordance with the provisions of the Public Works Preamble. 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 The Rock to Green's Gunyah: 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 Work sanctioned. described in the Schedule to this Act) is hereby sanctioned, and the Secretary

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.*

The Rock to Green's Gunyah Railway.

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 of 1888: Provided that the said works shall not be commenced to be constructed unless the private lands required for the construction of the line (except town allotments) have been contracted by instrument in writing to be conveyed by deed of gift, transfer, or exchange from the owners to the Crown, or there has been paid to the Constructing Authority a sum equal to or greater than the amount estimated by the said Authority to be required for the resumption of land for the said work: And the money so paid shall be applied for the purpose of the said resumption.

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 owner of land and 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 in addition to any sum which he is liable under any Act relating to Crown lands to pay as rent for such land, one penny per acre within a distance of five miles on each side, one halfpenny per acre within a further distance of ten miles, and one farthing per acre within a radius of fifteen miles; but the land for a distance of five miles from the Rock Station on the main Junee-Albury Line to be excluded.

(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 "The Rock to Green's Gunyah 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 sixty-five thousand nine hundred and thirty-nine 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.

The Rock to Green's Gunyah Railway.

5. The said line of railway may be constructed on or along or by the side of any public road or highway. Line may be constructed along a road.
6. This Act may be cited as "The Rock to Green's Gunyah Railway Act, 1898." Short title.

SCHEDULE.

The Rock to Green's Gunyah (now called Lockhart) Railway.

This line begins by a junction with the Southern Railway at the south end of The Rock station at three hundred and twenty-seven miles twenty-eight chains from Sydney, and follows a five-chain reserved road generally westerly to Bullenbung Creek at about three hundred and thirty-five miles. From here the line is from one to two miles north of the road, and, crossing the watershed of the Lachlan and Murrumbidgee Rivers at about three hundred and forty-three miles, ends parallel to and adjoining the southern boundary of the township of Green's Gunyah (now called Lockhart) at about three hundred and fifty two miles twenty chains, being a total length of about twenty-four miles seventy-two 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.

The Act to Amend the Act of 1907

8. The said line of railway may be constructed on or along or near
by the side of any public road or highway.
9. This Act may be cited as the Act to Amend the Act of 1907.

SCHEDULE

The Act to Amend the Act of 1907 (continued)

In witness whereof the Secretary of the Board of Public Works
has hereunto set his hand and the seal of the Board of Public Works
at the City of Manila, this 15th day of August, 1907.

THE ROCK TO GREEN'S GUNYAH RAILWAY BILL.

SCHEDULE of the Amendments referred to in Message of 22nd December, 1898.

Page 2, clause 1. At end of clause *add* Proviso.

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

THE ROCK TO GREENS MOUNTAIN RAILWAY BILL

OFFICE of the Assistant Secretary of the Treasury, Washington, D.C., December 1898.

Page 2, clause 1. At end of clause 1, insert
Page 2. After clause 1, insert new clause 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, 8 December, 1898, A.M. }*

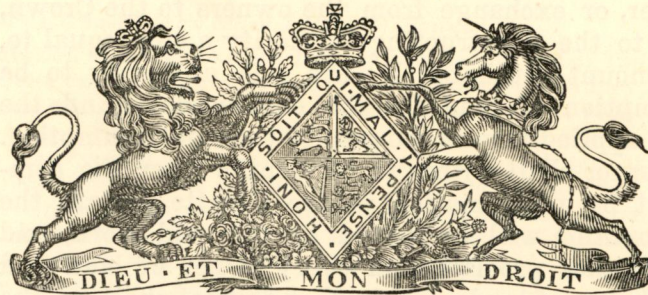
F. W. WEBB,
Clerk of the Legislative Assembly.

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

*Legislative Council Chamber,
Sydney, 22nd 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
The Rock to Green's Gunyah.

WHEREAS, in accordance with the provisions of the Public Works Preamble.
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 the Rock to Green's
5 Gunyah: 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
10 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 Work sanctioned.
described in the Schedule to this Act) is hereby sanctioned, and the
172— Secretary

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

The Rock to Green's Gunyah Railway.

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 of 1888: Provided that the said works shall not be commenced to be constructed unless the private lands required for the construction of the line (except town allotments) have been contracted by instrument in writing to be conveyed by deed of gift, transfer, or exchange from the owners to the Crown, or there has been paid to the Constructing Authority a sum equal to, or greater than the amount estimated by the said authority to be required for the resumption of land for the said work: And the money so paid shall be applied for the purpose of the said resumption.

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 owner of land and 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 in addition to any sum which he is liable under any Act relating to Crown lands to pay as rent for such land, one penny per acre within a distance of five miles on each side, one halfpenny per acre within a further distance of ten miles, and one farthing per acre within a radius of fifteen miles; but the land for a distance of five miles from the Rock Station on the main Junee-Albury Line to be excluded.

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

(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.

3. The plan of the said work is the plan marked "The Rock to Green's Gunyah 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.

4. The cost of carrying out the said work, estimated at sixty-five thousand nine hundred and thirty-nine 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.

The Rock to Green's Gunyah Railway.

- 4- 5. The said line of railway may be constructed on or along or 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 Rock to Green's Gunyah Railway Act, 1898." Short title.

5

SCHEDULE.

The Rock to Green's Gunyah (now called Lockhart) Railway.

- This line begins by a junction with the Southern Railway at the south end of The Rock station at three hundred and twenty-seven miles twenty-eight chains from Sydney, and follows a five-chain reserved road generally westerly to Bullenbung Creek at about 10 three hundred and thirty-five miles. From here the line is from one to two miles north of the road, and, crossing the watershed of the Lachlan and Murrumbidgee Rivers at about three hundred and forty-three miles, ends parallel to and adjoining the southern boundary of the township of Green's Gunyah (now called Lockhart) at about three hundred and fifty-two miles twenty chains, being a total length of about twenty-four 15 miles seventy-two chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

[17]

THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY
5708 SOUTH CAMPUS DRIVE
CHICAGO, ILLINOIS 60637

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY
5708 SOUTH CAMPUS DRIVE
CHICAGO, ILLINOIS 60637

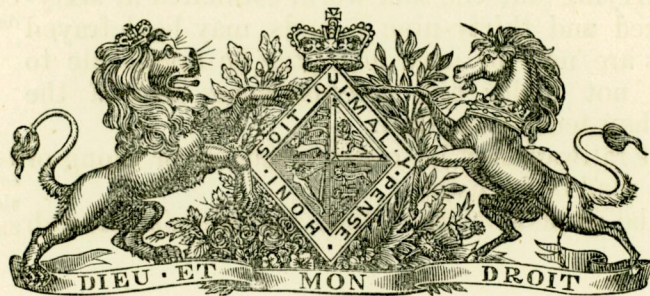
THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY
5708 SOUTH CAMPUS DRIVE
CHICAGO, ILLINOIS 60637

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, A.M. }*

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

New South Wales.



ANNO SEXAGESIMO SECUNDO

VICTORIÆ REGINÆ.

Act No. , 1898.

An Act to sanction the construction of a line of Railway from
The Rock to Green's Gunyah.

WHEREAS, in accordance with the provisions of the Public Works Preamble.
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 The Rock to Green's
5 Gunyah: 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
10 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 Work sanctioned.
described in the Schedule to this Act) is hereby sanctioned, and the
Secretary

The Rock to Green's Gonyah Railway.

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

5 have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act of 1888.

2. The plan of the said work is the plan marked "The Rock to Plan of work. Green's Gonyah Railway," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railway Construction,

10 and deposited in the public office of the said Secretary.

3. The cost of carrying out the said work, estimated at sixty- Cost, how to be five thousand nine hundred and thirty-nine pounds, may be defrayed defrayed. from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the

15 estimated cost by more than ten per centum.

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

5. This Act may be cited as "The Rock to Green's Gonyah along a road. Railway Act, 1898." Short title.

20

SCHEDULE.

The Rock to Green's Gonyah (now called Lockhart) Railway.

This line begins by a junction with the Southern Railway at the south end of The Rock station at three hundred and twenty-seven miles twenty-eight chains from Sydney, and follows a five-chain reserved road generally westerly to Bullenbung Creek at about

25 three hundred and thirty-five miles. From here the line is from one to two miles north of the road, and, crossing the watershed of the Lachlan and Murrumbidgee Rivers at about three hundred and forty-three miles, ends parallel to and adjoining the southern boundary of the township of Green's Gonyah (now called Lockhart) at about three

30 miles seventy-two chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.