

## SYDNEY HARBOUR RATES BILL.

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### *SCHEDULE of Amendments referred to in Message of 24th November, 1904.*

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- Page 1, Title, line 1. *Omit* "to impose harbour rates for the port of Sydney "  
Page 1, Title, line 2. *Omit* "scales of wharfage and "  
Page 1, Title, line 2. *Omit* "said "  
Page 1, Title, line 2. *After* "port" *insert* "of Sydney "  
Page 1, Title, line 4. *Omit* "1901" *insert* "1900 "  
Page 1, clause 1, line 8. *Omit* "1901" *insert* "1900 "  
Page 2, clauses 3, 4, and 5. *Omit* clauses 3, 4, and 5.  
Page 2, clause ~~6~~ 3, lines 28 to 30. *Omit* "at any public or private sufferance wharf or  
"other private wharf or landing-place in the port of Sydney, or "  
Page 3, clause 11. *Omit* clause 11.
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THE UNIVERSITY OF CHICAGO

DEPARTMENT OF THE HISTORY OF ARTS

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*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 November, 1904. }*

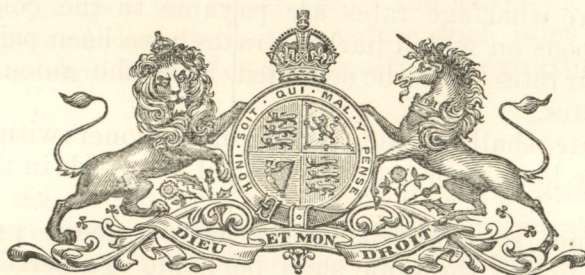
**RICHD. A. ARNOLD,**  
*Clerk of the Legislative Assembly.*

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

*Legislative Council Chamber,  
Sydney, 24th November, 1904. }*

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

## New South Wales.



ANNO QUARTO

EDWARDI VII REGIS.

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Act No. , 1904.

An Act ~~to impose harbour rates for the port of Sydney; to amend the~~  
~~seals of wharfage and~~ tonnage rates at the said port of Sydney;  
to provide for the payment and collection of such rates;  
to amend the Sydney Harbour Trust Act, ~~1901,~~ 1900, and  
the Wharfage and Tonnage Rates Act, 1901; and for  
purposes consequent thereon or incidental thereto.

**B**E it enacted by the King'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:—

5

### *Preliminary.*

1. This Act may be cited as the "Sydney Harbour Rates Act, Short title.  
1904," and shall be construed with the Sydney Harbour Trust Act,  
~~1901,~~ 1900, hereinafter referred to as the Principal Act.

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2.

NOTE.—The words to be omitted are ruled through; those to be inserted are printed in black letter.



*Sydney Harbour Rates.*

2. Sections seven, eight, nine, and ten of the Wharfage and Tonnage Rates Act, 1901, are repealed so far as they relate to the port of Sydney. Repeal.

*Harbour rates.*

- 5 3. There shall be paid by the owners or consignees of all goods brought into the port of Sydney, and landed or transhipped therein, Harbour rate payable by consignees. harbour rates equal in amount to one-half the wharfage rates which would be payable in respect of such goods if they were unshipped from a vessel berthed at a wharf vested in the commissioners:
- 10 Provided that where wharfage rates are payable to the commissioners in respect of goods on which harbour rates have been paid, the amount of such harbour rates shall be deducted from the amount so payable as wharfage rates.
- 15 4. Such harbour rates shall be paid to the commissioners within forty-eight hours after the landing or transhipment of the goods in the port of Sydney. When harbour rates payable.
- If such rates are not so paid within the period above prescribed, any person liable to pay the same shall be liable to a penalty not exceeding fifty pounds.
- 20 5. For the purpose of carrying out the above provisions as to harbour rates, the commissioners and their officers and servants may at any time enter any place where goods are landed having frontage to the port of Sydney, and may inspect any goods landed thereon. Power to enter private wharfs.

*Tonnage rates and berthing charges.*

- 25 6. 3. (1) Tonnage rates shall be levied by and paid to the commissioners upon every vessel (except vessels engaged in the coast- Levy of tonnage rates. ing or inter-state trade, and vessels under two hundred and forty tons of register tonnage and lighters) while berthed at any public or private ~~sufferance wharf or other private wharf or landing place in the port of~~ Sydney, or at any wharf, dock, pier, jetty, landing-stage, slip, or platform vested in the commissioners.
- 30 (2) On vessels in respect of which tonnage rates are not payable, the commissioners may, by regulations, impose and provide for the collection of tolls or charges for berthing at any wharf, dock, pier, jetty, landing-stage, slip, or platform vested in them. Charges for berthing of vessels on which tonnage rates are not payable. Such tolls and charges may be fixed charges for berthing, or may be in the form of licenses for a fixed period.
- (3) Nothing in this section shall affect any lease or agreement for a lease of any wharf, dock, pier, jetty, landing-stage, slip, or platform granted or entered into by the commissioners. Saving.
- 40 7. 4. Such tonnage rates shall be according to the following scale— Scale of tonnage rates.
- (a) in respect of the first six days (exclusive of Sundays and days observed in the public offices in Sydney as holidays) after



*Sydney Harbour Rates.*

5 after the time of berthing, one half-penny for each ton of the register tonnage of the vessel up to five thousand tons, and one farthing for each such ton over five thousand tons for each complete day of twenty-four hours or day of over eighteen hours, or one-fourth, one-half, and three-fourths of such rate for parts of a day of or less than six, twelve, and eighteen hours respectively;

(b) in respect of each such subsequent day or part of a day, half the above rate.

10 8. 5. The owner or the agent of the owner of a vessel shall pay Payment of tonnage rates. all tonnage rates upon the vessel before she leaves the port.

If any vessel leaves the port before such rates are paid, such owner or agent shall be liable to a penalty not exceeding one hundred pounds.

15 *Wharfage rates.*

9. 6. In the case of vessels engaged in the coasting or inter-state trade, and in respect of which transshipment entries are not passed at the custom house, such entries instead of being so passed shall, for the purposes of the first proviso to subsection one of section sixty-eight of the Principal Act, be lodged with the commissioners. Transshipment entries in case of inter-state and coast trade vessels.

20 10. 7. The commissioners may make regulations for securing the payment of wharfage rates, and in particular prohibiting the removal of goods until such rates are paid. Regulations for securing payment of wharfage rates.

*Supplemental.*

25 11. The master of a vessel shall, within twenty-four hours after entering the port, lodge at the office of the commissioners a true and complete copy of his manifest, and if he fails to do so he shall be liable to a penalty not exceeding one hundred pounds. Manifest to be lodged.

30 12. 8. For the purposes of this Act the register tonnage of a vessel shall be ascertained in accordance with the Imperial Merchant Shipping Act, 1894, and any Acts amending it. Register tonnage.

The latest publication of Lloyd's Register shall be evidence of such tonnage.







*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 November, 1904. }*

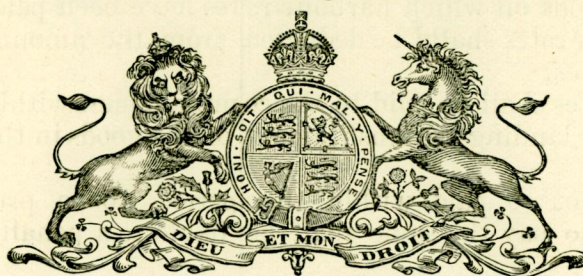
*RICH D. A. ARNOLD,  
Clerk of the Legislative Assembly.*

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

*Legislative Council Chamber,  
Sydney, November, 1904. }*

*Clerk of the Parliaments.*

## New South Wales.



ANNO QUARTO

EDWARDI VII REGIS.

\*\*\*\*\*

Act No. , 1904.

An Act ~~to impose harbour rates for the port of Sydney; to amend the scales of wharfage and tonnage rates at the said port of Sydney; to provide for the payment and collection of such rates; to amend the Sydney Harbour Trust Act, 1901, 1900, and the Wharfage and Tonnage Rates Act, 1901; and for purposes consequent thereon or incidental thereto.~~

**B**E it enacted by the King'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:—

5

### *Preliminary.*

1. This Act may be cited as the "Sydney Harbour Rates Act, Short title. 1904," and shall be construed with the Sydney Harbour Trust Act, 1901, 1900, hereinafter referred to as the Principal Act.

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2.

NOTE.—The words to be omitted are ruled through; those to be inserted are printed in black letter.



*Sydney Harbour Rates.*

2. Sections seven, eight, nine, and ten of the Wharfage and Tonnage Rates Act, 1901, are repealed so far as they relate to the port of Sydney. Repeal.

*Harbour rates.*

- 5 3. There shall be paid by the owners or consignees of all goods brought into the port of Sydney, and landed or transhipped therein, Harbour rate payable by consignees. harbour rates equal in amount to one-half the wharfage rates which would be payable in respect of such goods if they were unshipped from a vessel berthed at a wharf vested in the commissioners:
- 10 Provided that where wharfage rates are payable to the commissioners in respect of goods on which harbour rates have been paid, the amount of such harbour rates shall be deducted from the amount so payable as wharfage rates.
- 15 4. Such harbour rates shall be paid to the commissioners within forty-eight hours after the landing or transhipment of the goods in the port of Sydney. When harbour rates payable.
- If such rates are not so paid within the period above prescribed, any person liable to pay the same shall be liable to a penalty not exceeding fifty pounds.
- 20 5. For the purpose of carrying out the above provisions as to harbour rates, the commissioners and their officers and servants may at any time enter any place where goods are landed having frontage to the port of Sydney, and may inspect any goods landed thereon. Power to enter private wharfs.

*Tonnage rates and berthing charges.*

- 25 6. 3. (1) Tonnage rates shall be levied by and paid to the commissioners upon every vessel (except vessels engaged in the coast- Levy of tonnage rates. ing or inter-state trade, and vessels under two hundred and forty tons of register tonnage and lighters) while berthed at any public or private ~~sufferance wharf or other private wharf or landing place in the port of~~ Sydney, or at any wharf, dock, pier, jetty, landing-stage, slip, or platform vested in the commissioners.
- 30 (2) On vessels in respect of which tonnage rates are not payable, the commissioners may, by regulations, impose and provide for the collection of tolls or charges for berthing at any wharf, dock, pier, jetty, landing-stage, slip, or platform vested in them. Such tolls and charges may be fixed charges for berthing, or may be in the form of licenses for a fixed period. Charges for berthing of vessels on which tonnage rates are not payable.
- 40 (3) Nothing in this section shall affect any lease or agreement for a lease of any wharf, dock, pier, jetty, landing-stage, slip, or platform granted or entered into by the commissioners. Saving.
7. 4. Such tonnage rates shall be according to the following scale— Scale of tonnage rates.
- (a) in respect of the first six days (exclusive of Sundays and days observed in the public offices in Sydney as holidays) after



*Sydney Harbour Rates.*

5 after the time of berthing, one half-penny for each ton of the register tonnage of the vessel up to five thousand tons, and one farthing for each such ton over five thousand tons for each complete day of twenty-four hours or day of over eighteen hours, or one-fourth, one-half, and three-fourths of such rate for parts of a day of or less than six, twelve, and eighteen hours respectively ;

(b) in respect of each such subsequent day or part of a day, half the above rate.

10 8. 5. The owner or the agent of the owner of a vessel shall pay Payment of tonnage rates. all tonnage rates upon the vessel before she leaves the port.

If any vessel leaves the port before such rates are paid, such owner or agent shall be liable to a penalty not exceeding one hundred pounds.

15 *Wharfage rates.*

9. 6. In the case of vessels engaged in the coasting or inter-state trade, and in respect of which transshipment entries are not passed at the custom house, such entries instead of being so passed shall, for the purposes of the first proviso to subsection one of section sixty-eight of the Principal Act, be lodged with the commissioners. Transshipment entries in case of inter-state and coast trade vessels.

10. 7. The commissioners may make regulations for securing the payment of wharfage rates, and in particular prohibiting the removal of goods until such rates are paid. Regulations for securing payment of wharfage rates.

*Supplemental.*

25 11. The master of a vessel shall, within twenty-four hours after entering the port, lodge at the office of the commissioners a true and complete copy of his manifest, and if he fails to do so he shall be liable to a penalty not exceeding one hundred pounds. Manifest to be lodged.

30 12. 8. For the purposes of this Act the register tonnage of a vessel shall be ascertained in accordance with the Imperial Merchant Shipping Act, 1894, and any Acts amending it. Register tonnage.

The latest publication of Lloyd's Register shall be evidence of such tonnage.



CHAPTER I

At the time of writing, the weather was very fine and the water was very calm. The wind was light and the sun was shining brightly. The birds were singing and the flowers were in full bloom. The children were playing happily in the garden. The old man was sitting on the bench, looking at the flowers. The old woman was sitting on the bench, looking at the children. The old man and woman were very happy. The children were very happy. The garden was very beautiful. The weather was very nice. The water was very calm. The wind was light. The sun was shining. The birds were singing. The flowers were in full bloom. The children were playing. The old man and woman were sitting on the bench. They were very happy.

10. The old man and woman were very happy. The children were very happy. The garden was very beautiful. The weather was very nice. The water was very calm. The wind was light. The sun was shining. The birds were singing. The flowers were in full bloom. The children were playing. The old man and woman were sitting on the bench. They were very happy.

CHAPTER II

11. The old man and woman were very happy. The children were very happy. The garden was very beautiful. The weather was very nice. The water was very calm. The wind was light. The sun was shining. The birds were singing. The flowers were in full bloom. The children were playing. The old man and woman were sitting on the bench. They were very happy.

CHAPTER III

12. The old man and woman were very happy. The children were very happy. The garden was very beautiful. The weather was very nice. The water was very calm. The wind was light. The sun was shining. The birds were singing. The flowers were in full bloom. The children were playing. The old man and woman were sitting on the bench. They were very happy.

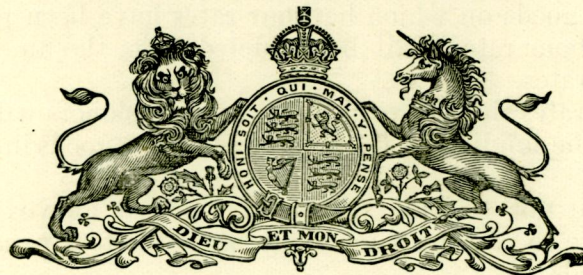


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*Legislative Assembly Chamber,  
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- 10       Provided that where wharfage rates are payable to the commissioners in respect of goods on which harbour rates have been paid, the amount of such harbour rates shall be deducted from the amount so payable as wharfage rates.
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- 30       (2) On vessels in respect of which tonnage rates are not payable, the commissioners may, by regulations, impose and provide for the collection of tolls or charges for berthing at any wharf, dock, pier, jetty, landing-stage, slip, or platform vested in them. Such tolls and charges may be fixed charges for berthing, or may be in the form of licenses for a fixed period. Charges for berthing of vessels on which tonnage rates are not payable.
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The latest publication of Lloyd's Register shall be evidence of such tonnage.



CHAPTER I

After the time of the fall of the Roman Empire, the knowledge of the Latin language was confined to a few monks in the monasteries. The first step towards the revival of letters was taken by the monks of the Benedictine order, who began to collect and preserve the remains of the ancient literature. The most important of these was the *Encyclopaedia*, a collection of facts and figures on various subjects, which was compiled by the monk, Isidore of Seville, in the seventh century. This work was the first of a series of encyclopaedias, which were compiled by other monks in the following centuries. The second step towards the revival of letters was taken by the monks of the Cistercian order, who began to collect and preserve the remains of the ancient literature. The most important of these was the *Encyclopaedia*, a collection of facts and figures on various subjects, which was compiled by the monk, Isidore of Seville, in the seventh century. This work was the first of a series of encyclopaedias, which were compiled by other monks in the following centuries.

The third step towards the revival of letters was taken by the monks of the Dominican order, who began to collect and preserve the remains of the ancient literature. The most important of these was the *Encyclopaedia*, a collection of facts and figures on various subjects, which was compiled by the monk, Isidore of Seville, in the seventh century. This work was the first of a series of encyclopaedias, which were compiled by other monks in the following centuries. The fourth step towards the revival of letters was taken by the monks of the Franciscan order, who began to collect and preserve the remains of the ancient literature. The most important of these was the *Encyclopaedia*, a collection of facts and figures on various subjects, which was compiled by the monk, Isidore of Seville, in the seventh century. This work was the first of a series of encyclopaedias, which were compiled by other monks in the following centuries.

The fifth step towards the revival of letters was taken by the monks of the Augustinian order, who began to collect and preserve the remains of the ancient literature. The most important of these was the *Encyclopaedia*, a collection of facts and figures on various subjects, which was compiled by the monk, Isidore of Seville, in the seventh century. This work was the first of a series of encyclopaedias, which were compiled by other monks in the following centuries. The sixth step towards the revival of letters was taken by the monks of the Carmelite order, who began to collect and preserve the remains of the ancient literature. The most important of these was the *Encyclopaedia*, a collection of facts and figures on various subjects, which was compiled by the monk, Isidore of Seville, in the seventh century. This work was the first of a series of encyclopaedias, which were compiled by other monks in the following centuries.