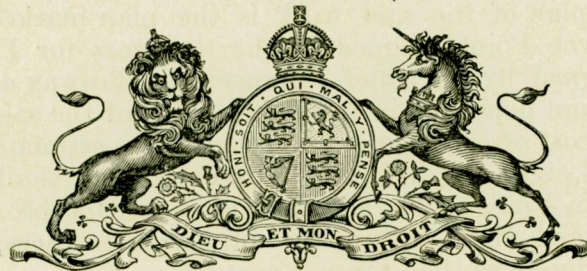


New South Wales.



ANNO NONO

EDWARDI VII REGIS.

Act No. 12, 1909.

An Act to sanction the construction of an Electric Tramway from the Military-road, North Sydney, to Cremorne Point; and for other purposes consequent thereon or incidental thereto. [Assented to, 7th December, 1909.]

WHEREAS in accordance with the provisions of the Public Works Preamble. Act, 1900, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of an electric tramway, from the Military-road, North Sydney, to Cremorne Point: 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 King's Most Excellent Majesty, by and with the advice and

Cremorne Tramway.

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:—

Short title.

1. This Act may be cited as the "Cremorne Tramway Act, 1909."

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 Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Military-road to Cremorne Point," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway 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 twenty-seven thousand eight hundred and fourteen pounds, shall 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.

SCHEDULE.

THE proposed tramway, one mile thirty-four chains in length, single track, with grades of one in fifteen in both directions, commences at a point on the North Sydney to Mosman tramway, near the corner of Glover and Spofforth streets, where, passing southerly for about half a mile along the latter street, it curves westerly, and proceeding along part of Florence-street, turns south-westerly, crossing Reid-street, and, continuing in that direction, passes through private property, and reaches Murdoch-street; thence the line continues in a southerly direction, traversing part of Murdoch-street and a short length of private property, to the northern side of Sutherland-street, where, bending south-easterly, it enters Milson-road, and, after descending along that road, the line terminates at the end of Milson-road at its junction with Cremorne-road, in the direction of Robertson's Point near the western side of Mosman Bay,—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority: WILLIAM APPELATE GULLICK, Government Printer, Sydney, 1909.

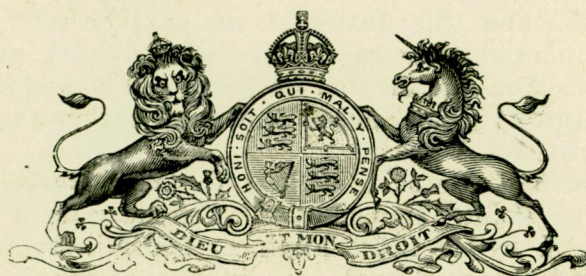
[3d.]

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, 3 December, 1909.* }

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

New South Wales.



ANNO NONO

EDWARDI VII REGIS.

Act No. 12, 1909.

An Act to sanction the construction of an Electric Tramway from the Military-road, North Sydney, to Cremorne Point; and for other purposes consequent thereon or incidental thereto. [Assented to, 7th December, 1909.]

WHEREAS in accordance with the provisions of the Public Works Preamble. Act, 1900, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of an electric tramway, from the Military-road, North Sydney, to Cremorne Point: 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 King's Most Excellent Majesty, by and with the advice and

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

JOHN J. COHEN,
Chairman of Committees of the Legislative Assembly.

Cremorne Tramway.

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:—

Short title.

1. This Act may be cited as the "Cremorne Tramway Act, 1909."

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 Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Military-road to Cremorne Point," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway 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 twenty-seven thousand eight hundred and fourteen pounds, shall 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.

SCHEDULE.

THE proposed tramway, one mile thirty-four chains in length, single track, with grades of one in fifteen in both directions, commences at a point on the North Sydney to Mosman tramway, near the corner of Glover and Spofforth streets, where, passing southerly for about half a mile along the latter street, it curves westerly, and proceeding along part of Florence-street, turns south-westerly, crossing Reid-street, and, continuing in that direction, passes through private property, and reaches Murdoch-street; thence the line continues in a southerly direction, traversing part of Murdoch-street and a short length of private property, to the northern side of Sutherland-street, where, bending south-easterly, it enters Milson-road, and, after descending along that road, the line terminates at the end of Milson-road at its junction with Cremorne-road, in the direction of Robertson's Point near the western side of Mosman Bay,—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

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

State Government House,
Sydney, 7th December, 1909.

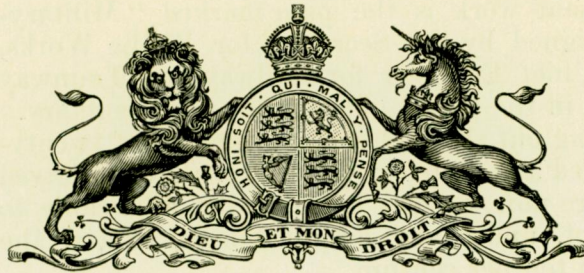
CHELMSFORD,
Governor.

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, 25 November, 1909, A.M. }*

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

New South Wales.



ANNO NONO

EDWARDI VII REGIS.

Act No. , 1909.

An Act to sanction the construction of an Electric Tramway from the Military-road, North Sydney, to Cremorne Point; and for other purposes consequent thereon or incidental thereto.

WHEREAS in accordance with the provisions of the Public Works ^{Preamble.} Act, 1900, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of an electric tramway, from the Military-road, North Sydney, to Cremorne Point: 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 King's Most Excellent Majesty, by and with the advice

and

Cremorne Tramway.

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 1909.”
1. This Act may be cited as the “Cremorne Tramway Act, Short title.
 2. The carrying out the said work, more particularly described Work sanctioned. 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
10 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 Constructing Authority within the meaning of the Public Works Act, 1900.
 3. The plan of the said work is the plan marked “Military- Plan of work. road to Cremorne Point,” signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.
 4. The cost of carrying out the said work, estimated at twenty- Cost, how to be defrayed. seven thousand eight hundred and fourteen pounds, shall be defrayed
20 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.

SCHEDULE.

- 25 THE proposed tramway, one mile thirty-four chains in length, single track, with grades of one in fifteen in both directions, commences at a point on the North Sydney to Mosman tramway, near the corner of Glover and Spofforth streets, where, passing southerly for about half a mile along the latter street, it curves westerly, and proceeding along part of Florence-street, turns south-westerly, crossing Reid-street, and, continuing in that direction, passes through private property, and reaches Murdoch-street; thence
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35 deviations and modifications as may be considered desirable by the Constructing Authority.