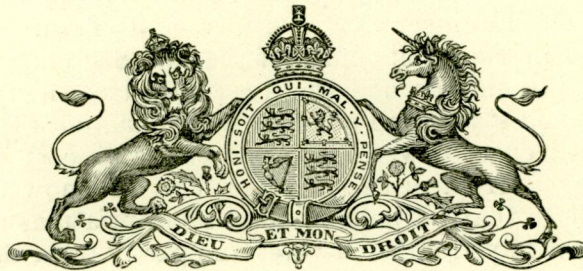


This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

*Legislative Assembly Chamber,
Sydney, 10 December, 1907. }*

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

New South Wales.



ANNO SEPTIMO

EDWARDI VII REGIS.

Act No. , 1907.

An Act to sanction the construction of an electric tramway from Drummoyne to Hatton's Flat, Ryde; and for other purposes.

WHEREAS, in accordance with the provisions of the Public Preamble. Works Act, 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 Drummoyne to Hatton's Flat, Ryde: 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 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 "Drummoyne to Ryde Electric Short title. Tramway Act, 1907."

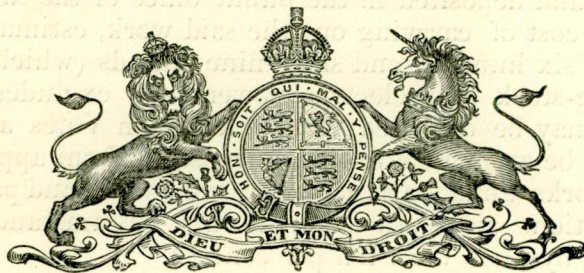
Drummoyne to Ryde Electric Tramway.

2. The carrying out of the work 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. Work sanctioned.
3. The plan of the said work is the plan marked "Drummoyne to Ryde Tramway," 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. Plan of work.
4. The cost of carrying out the said work, estimated at thirty-nine thousand six hundred and sixty-nine pounds (which includes the cost of rolling-stock and electric power, but excludes the cost of resumption), may be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum. Cost, how to be defrayed.

SCHEDULE.

THIS extension of the Sydney to Drummoyne Tramway commences at the end of the existing line at the south-eastern abutment of Iron Cove Bridge, Parramatta River, and immediately crossing that bridge it proceeds generally north-westerly along the main road to Ryde, and passes through the village of Gladesville; continuing thence more to the north along that road it approaches the Field of Mars; here the line curves more to the west, still following that road, which runs for about a mile nearly parallel to and distant about twenty-two chains from the western portion of the southern boundary of the Field of Mars, approximately three-quarters of a mile beyond which it reaches Hatton's Flat, Ryde, where the line ends,—being a total distance of three miles fifty-six chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

New South Wales.



ANNO SEPTIMO

EDWARDI VII REGIS.

Act No. 16, 1907.

An Act to sanction the construction of an electric tramway from Drummoyne to Hatton's Flat, Ryde ; and for other purposes. [Assented to, 23rd December, 1907.]

WHEREAS, in accordance with the provisions of the Public Works Act, 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 Drummoyne to Hatton's Flat, Ryde: 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 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 "Drummoyne to Ryde Electric Tramway Act, 1907."

2.

Drummoyne to Ryde Electric Tramway.

Work sanctioned.

2. The carrying out of the work 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.

Plan of work.

3. The plan of the said work is the plan marked "Drummoyne to Ryde Tramway," 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 thirty-nine thousand six hundred and sixty-nine pounds (which includes the cost of rolling-stock and electric power, but excludes the cost of resumption), may be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

SCHEDULE.

THIS extension of the Sydney to Drummoyne Tramway commences at the end of the existing line at the south-eastern abutment of Iron Cove Bridge, Parramatta River, and immediately crossing that bridge it proceeds generally north-westerly along the main road to Ryde, and passes through the village of Gladesville; continuing thence more to the north along that road it approaches the Field of Mars; here the line curves more to the west, still following that road, which runs for about a mile nearly parallel to and distant about twenty-two chains from the western portion of the southern boundary of the Field of Mars, approximately three-quarters of a mile beyond which it reaches Hatton's Flat, Ryde, where the line ends,—being a total distance of three miles fifty-six chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority: WILLIAM APPEGATE GULLICK, Government Printer, Sydney, 1908.

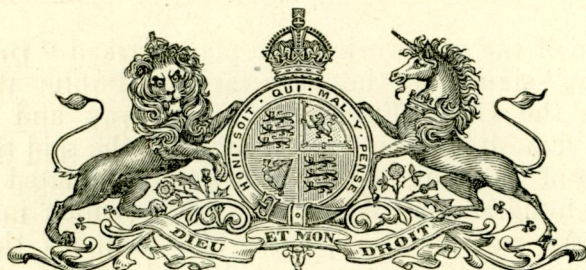
[3d.]

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, 17 December, 1907, A.M. }*

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

New South Wales.



ANNO SEPTIMO

EDWARDI VII REGIS.

Act No. 16, 1907.

An Act to sanction the construction of an electric tramway from Drummoyne to Hatton's Flat, Ryde; and for other purposes. [Assented to, 23rd December, 1907.]

WHEREAS, in accordance with the provisions of the Public Preamble.
Works Act, 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 Drummoyne to Hatton's Flat, Ryde: 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 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 "Drummoyne to Ryde Electric Short title.
Tramway Act, 1907." 2.

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.

Drummoyne to Ryde Electric Tramway.

Work sanctioned.

2. The carrying out of the work 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.

Plan of work.

3. The plan of the said work is the plan marked "Drummoyne to Ryde Tramway," 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 thirty-nine thousand six hundred and sixty-nine pounds (which includes the cost of rolling-stock and electric power, but excludes the cost of resumption), may be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, or from appropriations of the Public Works Fund, or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

SCHEDULE.

THIS extension of the Sydney to Drummoyne Tramway commences at the end of the existing line at the south-eastern abutment of Iron Cove Bridge, Parramatta River, and immediately crossing that bridge it proceeds generally north-westerly along the main road to Ryde, and passes through the village of Gladesville; continuing thence more to the north along that road it approaches the Field of Mars; here the line curves more to the west, still following that road, which runs for about a mile nearly parallel to and distant about twenty-two chains from the western portion of the southern boundary of the Field of Mars, approximately three-quarters of a mile beyond which it reaches Hatton's Flat, Ryde, where the line ends,—being a total distance of three miles fifty-six 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 His Majesty I assent to this Act.

HARRY H. RAWSON,
Governor.

State Government House,
Sydney, 23rd December, 1907.