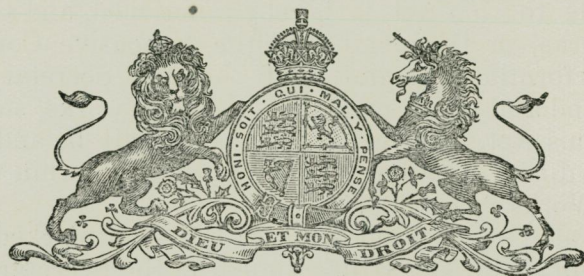


New South Wales.



ANNO TERTIO

GEORGI II V REGIS.

Act No. 64, 1912.

An Act to sanction the construction of a line of Railway from Condobolin to Broken Hill; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 20th December, 1912.]

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 Condobolin to Broken Hill: 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

Condobolin to Broken Hill Railway.

by and with the advice and consent of the 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 “Condobolin to Broken Hill Railway Act, 1912.”
- 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 works, 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 “Schedule Plan, Condobolin to Broken Hill,” 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 works, estimated at one million three hundred and sixty-seven thousand one hundred and forty-three pounds (exclusive of land resumptions) shall 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.
- Line may be constructed on road.** **5.** The said line of railway may be constructed on or along or by the side of any public road or highway.
- Fencing not required along the line.** **6.** Notwithstanding the provisions of section eighty-four of the Public Works Act of 1900, the Constructing Authority shall not be required or compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever, but the said Authority may in his discretion make and maintain such fences in connection with the said line of railway as he may think fit.
- Constructing Authority may use line.** **7.** The Constructing Authority and any person authorised by him, may use the said line or any part thereof, before it is transferred to the Railway Commissioners, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

Condobolin to Broken Hill Railway.

SCHEDULE.

THE proposed line commences at the western end of the station-yard, Condobolin, 329 miles 62 chains from Sydney, and proceeds in a westerly direction along the valley of the Lachlan River, on its right-hand or northern side, for about 25 miles; thence the line bends south-westerly, and continuing along the valley for 22 miles crosses the Guagong Range, and passes about 4 miles north-west of the town of Euabalong; thence a north-westerly direction takes the line to the township of Nombinnie, in the copper-mining district of Mount Hope. Leaving the southern portion of Mount Hope, a south-westerly route is adopted for about 30 miles, the Moonee and Dunderboo Ranges are passed on the south-east, and the southern end of the Waranary Mountains is reached; thence an almost due westerly course of 68 miles takes the line to Ivanhoe, and an additional 43 miles in the same direction brings it to German Tank. Here the north-westerly bearing is resumed for about 140 miles, and the Darling River is crossed at Menindie. At 630 miles from Sydney the north-eastern side of Lake Menindie is skirted, and the north-eastern bank of Stephen's Creek is traversed for about 20 miles. At about 691 miles the line crosses Stephen's Creek, and a south-westerly direction is taken through Taltingan and onwards to Broken Hill, where the line ends on the south-eastern side of the town, at 702 miles 53 chains from Sydney;—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority: WILLIAM APPLGATE GULLICK, Government Printer, Sydney, 1913.

Constitution to Prohibit Bill

ARTICLE

The proposed amendment to the constitution of the State of New York, Chapter 129 of the Laws of 1912, which provides that no law shall be passed which shall confer the right of suffrage on any person who is not a citizen of the United States, is hereby recommended to the people of the State of New York for their adoption.

The purpose of this amendment is to prevent the State from granting the right of suffrage to any person who is not a citizen of the United States. It is the policy of the State to restrict the right of suffrage to citizens of the United States, and it is the duty of the State to maintain this policy.

The amendment is necessary to prevent the State from granting the right of suffrage to any person who is not a citizen of the United States. It is the policy of the State to restrict the right of suffrage to citizens of the United States, and it is the duty of the State to maintain this policy.

The amendment is necessary to prevent the State from granting the right of suffrage to any person who is not a citizen of the United States. It is the policy of the State to restrict the right of suffrage to citizens of the United States, and it is the duty of the State to maintain this policy.

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, 4 December, 1912.*

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

New South Wales.



ANNO TERTIO

GEORGII V REGIS.

Act No. 64, 1912.

An Act to sanction the construction of a line of Railway from Condobolin to Broken Hill; to authorise the construction of the said line on public roads; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line; to provide for the use of the said line by the Constructing Authority or by persons authorised by him; and for other purposes consequent thereon or incidental thereto. [Assented to, 20th December, 1912.]

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 Condobolin to Broken Hill: 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

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

R. D. MEAGHER,
Chairman of Committees of the Legislative Assembly.

Condobolin to Broken Hill Railway.

by and with the advice and consent of the 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 “Condobolin to Broken Hill Railway Act, 1912.”
- 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 works, 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 “Schedule Plan, Condobolin to Broken Hill,” 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 works, estimated at one million three hundred and sixty-seven thousand one hundred and forty-three pounds (exclusive of land resumptions) shall 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.
- Line may be constructed on road.** **5.** The said line of railway may be constructed on or along or by the side of any public road or highway.
- Fencing not required along the line.** **6.** Notwithstanding the provisions of section eighty-four of the Public Works Act of 1900, the Constructing Authority shall not be required or compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever, but the said Authority may in his discretion make and maintain such fences in connection with the said line of railway as he may think fit.
- Constructing Authority may use line.** **7.** The Constructing Authority and any person authorised by him, may use the said line or any part thereof, before it is transferred to the Railway Commissioners, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power.

Condobolin to Broken Hill Railway.

SCHEDULE.

THE proposed line commences at the western end of the station-yard, Condobolin, 329 miles 62 chains from Sydney, and proceeds in a westerly direction along the valley of the Lachlan River, on its right-hand or northern side, for about 25 miles; thence the line bends south-westerly, and continuing along the valley for 22 miles crosses the Guagong Range, and passes about 4 miles north-west of the town of Euabalong; thence a north-westerly direction takes the line to the township of Nombinnie, in the copper-mining district of Mount Hope. Leaving the southern portion of Mount Hope, a south-westerly route is adopted for about 30 miles, the Moonee and Dunderboo Ranges are passed on the south-east, and the southern end of the Waranary Mountains is reached; thence an almost due westerly course of 68 miles takes the line to Ivanhoe, and an additional 43 miles in the same direction brings it to German Tank. Here the north-westerly bearing is resumed for about 140 miles, and the Darling River is crossed at Menindie. At 630 miles from Sydney the north-eastern side of Lake Menindie is skirted, and the north-eastern bank of Stephen's Creek is traversed for about 20 miles. At about 691 miles the line crosses Stephen's Creek, and a south-westerly direction is taken through Taltingan and onwards to Broken Hill, where the line ends on the south-eastern side of the town, at 702 miles 53 chains from Sydney;—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, 20th December, 1912.*

CHELMSFORD,
Governor.

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

1155 EAST 58TH STREET, CHICAGO, ILL. 60637

Dear Sir:

I am pleased to inform you that your application for admission to the Ph.D. program in Physics has been accepted. You will be joining the department in the fall of 1967. Your advisor will be Professor [Name].

Yours truly,

WALTER R. BOYNTON

Chairman, Graduate Committee

THE UNIVERSITY OF CHICAGO

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, 3 December, 1912. }*

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

New South Wales.



ANNO TERTIO

GEORGI V REGIS.

Act No. , 1912.

An Act to sanction the construction of a line of Railway from Condobolin to Broken Hill ; to authorise the construction of the said line on public roads ; to amend the Public Works Act, 1900, so far as it relates to the making and maintaining of fences along the said line ; to provide for the use of the said line by the Constructing Authority or by persons authorised by him ; and for other purposes consequent thereon or incidental thereto.

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 Condobolin to Broken Hill : 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 King's Most Excellent Majesty,

Condobolin to Broken Hill Railway.

by and with the advice and consent of the 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 “Condobolin to Broken Hill Short title.
5 Railway Act, 1912.”
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 works, 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.
3. The plan of the said work is the plan marked “Schedule Plan of work.
15 Plan, Condobolin to Broken Hill,” 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 works, estimated at one Cost, how to be
20 million three hundred and sixty-seven thousand one hundred and
defrayed.
forty-three pounds (exclusive of land resumptions) shall 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
25 shall not, under any circumstances, exceed the estimated cost by
more than ten per centum.
5. 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 on road.
6. Notwithstanding the provisions of section eighty-four of Fencing not required
30 the Public Works Act of 1900, the Constructing Authority shall not be
along the line.
required or compelled, nor shall it be the duty of the said Authority
to make or maintain any fence along the said line of railway for the
accommodation of any person or for any purpose whatsoever, but the
said Authority may in his discretion make and maintain such fences
35 in connection with the said line of railway as he may think fit.
7. The Constructing Authority and any person authorised by Constructing
him, may use the said line or any part thereof, before it is transferred Authority may use
to the Railway Commissioners, and for that purpose may run thereon line.
any carriages or waggons propelled or drawn by any motive power.

Condobolin to Broken Hill Railway.

SCHEDULE.

THE proposed line commences at the western end of the station-yard, Condobolin, 329 miles 62 chains from Sydney, and proceeds in a westerly direction along the valley of the Lachlan River, on its right-hand or northern side, for about 25 miles; thence the line bends south-westerly, and continuing along the valley for 22 miles crosses the Guagong Range, and passes about 4 miles north-west of the town of Euabalong; thence a north-westerly direction takes the line to the township of Nombinnie, in the copper-mining district of Mount Hope. Leaving the southern portion of Mount Hope, a south-westerly route is adopted for about 30 miles, the Moonee and Dunderboo Ranges are passed on the south-east, and the southern end of the Waranary Mountains is reached; thence an almost due westerly course of 68 miles takes the line to Ivanhoe, and an additional 43 miles in the same direction brings it to German Tank. Here the north-westerly bearing is resumed for about 140 miles, and the Darling River is crossed at Menindie. At 630 miles from Sydney the north-eastern side of Lake Menindie is skirted, and the north-eastern bank of Stephen's Creek is traversed for about 20 miles. At about 691 miles the line crosses Stephen's Creek, and a south-westerly direction is taken through Taltingan and onwards to Broken Hill, where the line ends on the south-eastern side of the town, at 702 miles 53 chains from Sydney;—and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

[100]

30. [Illegible text]

10. [Illegible text]

5. [Illegible text]

SCHEDULE

Список лиц, имеющих право на получение пенсии

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