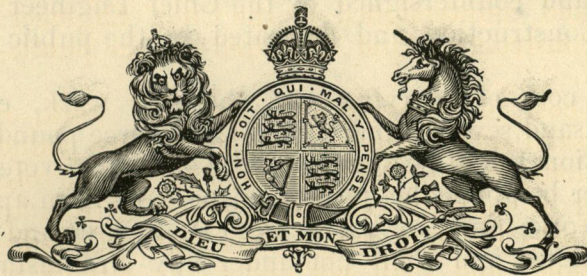


New South Wales.



ANNO PRIMO

GEORGII V REGIS.

Act No. 32, 1910.

An Act to sanction the construction of an Electric Tramway from Darley-road, Randwick, to Little Coogee; and for other purposes. [Assented to, 28th December, 1910.]

WHEREAS in accordance with the provisions of the Public Works 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 Darley-road, Randwick, to Little Coogee: 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 "Darley-road, Randwick, to Little Coogee Tramway Act, 1910."

2.

Darley-road, Randwick, to Little Coogee Tramway.

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 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 "Darley-road, Randwick, to Little Coogee 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 eighty-one thousand seven hundred and sixty-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 such appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

SCHEDULE.

THIS proposed tramway junctions with the Randwick and Coogee tramway at the intersection of Randwick and Darley roads, and proceeds along the latter road to Orange-street; along that street to St. Mark's road; along that road to Frenchman's-road; across that road and along Glebe-street, and through about $2\frac{1}{2}$ chains of private property; also along a street 60 links wide, and across Carrington-road to Susan-street; along that street to a point opposite Fern-street where, in order to obtain a grade of 1 in 15, the line enters private property on the south side of Susan-street; crosses Brook-street, about 14 chains beyond which it crosses Susan and Arden streets, and again passes through private property; crosses Beach-street, and re-enters private property; crosses Flood and Mundarra streets, and passes through the south-western corner of the land reserved in connection with the Little Coogee public baths. The line then enters the recreation reserve, where it terminates in close proximity to the bathing-sheds on the south-western shore of Little Coogee Bay. The steepest grade is 1 in 15. The line passes through about 54 chains of privately owned land.

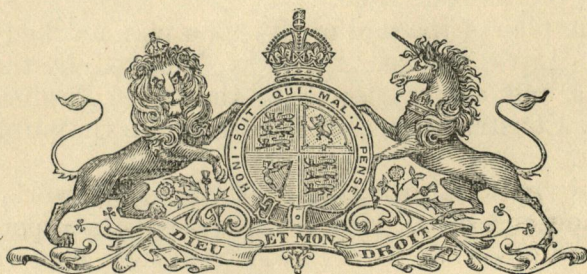
By Authority : WILLIAM APPLGATE GULLICK, Government Printer, Sydney, 1911.

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, 22 December, 1910, A.M. }*

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

New South Wales.



ANNO PRIMO

GEORGI V REGIS.

Act No. 32, 1910.

An Act to sanction the construction of an Electric Tramway from Darley-road, Randwick, to Little Coogee; and for other purposes. [Assented to, 28th December, 1910.]

WHEREAS in accordance with the provisions of the Public Works 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 Darley-road, Randwick, to Little Coogee: 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 "Darley-road, Randwick, to Little Coogee Tramway Act, 1910." **2.** Short title.

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.*

Darley-road, Randwick, to Little Coogee Tramway.

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 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 "Darley-road, Randwick, to Little Coogee 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 eighty-one thousand seven hundred and sixty-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 such appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

SCHEDULE.

THIS proposed tramway junctions with the Randwick and Coogee tramway at the intersection of Randwick and Darley roads, and proceeds along the latter road to Orange-street; along that street to St. Mark's road; along that road to Frenchman's-road; across that road and along Glebe-street, and through about $2\frac{1}{2}$ chains of private property; also along a street 60 links wide, and across Carrington-road to Susan-street; along that street to a point opposite Fern-street where, in order to obtain a grade of 1 in 15, the line enters private property on the south side of Susan-street; crosses Brook-street, about 14 chains beyond which it crosses Susan and Arden streets, and again passes through private property; crosses Beach-street, and re-enters private property; crosses Flood and Mundarraah streets, and passes through the south-western corner of the land reserved in connection with the Little Coogee public baths. The line then enters the recreation reserve, where it terminates in close proximity to the bathing-sheds on the south-western shore of Little Coogee Bay. The steepest grade is 1 in 15. The line passes through about 54 chains of privately owned land.

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

State Government House,
Sydney, 28th December, 1910.

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, 17 December, 1910, A.M. }*

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

New South Wales.



ANNO PRIMO

GEORGII V REGIS.

Act No. , 1910.

An Act to sanction the construction of an Electric Tramway from Darley-road, Randwick, to Little Coogee; and for other purposes.

WHEREAS in accordance with the provisions of the Public Works 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 Darley-road, Randwick, to Little Coogee: 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 "Darley-road, Randwick, to Little Coogee Tramway Act, 1910."

Darley-road, Randwick, to Little Coogee Tramway.

- 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 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 "Darley-road, Randwick, to Little Coogee 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 eighty-one thousand seven hundred and sixty-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 such appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum. Cost, how to be defrayed.

SCHEDULE.

THIS proposed tramway junctions with the Randwick and Coogee tramway at the intersection of Randwick and Darley roads, and proceeds along the latter road to Orange-street; along that street to St. Mark's road; along that road to Frenchman's road; across that road and along Glebe-street, and through about $2\frac{1}{2}$ chains of private property; also along a street 60 links wide, and across Carrington-road to Susan street; along that street to a point opposite Fern-street where, in order to obtain a grade of 1 in 15, the line enters private property on the south side of Susan-street; crosses Brook-street, about 14 chains beyond which it crosses Susan and Arden streets, and again passes through private property; crosses Beach-street, and re-enters private property; crosses Flood and Mundarraah streets, and passes through the south-western corner of the land reserved in connection with the Little Coogee public baths. The line then enters the recreation reserve, where it terminates in close proximity to the bathing-sheds on the south-western shore of Little Coogee Bay. The steepest grade is 1 in 15. The line passes through about 54 chains of privately owned land.