

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.

W. S. MOWLE,
Acting Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 10 December, 1915.*

New South Wales.



ANNO SEXTO

GEORGI V REGIS.

Act No. , 1915.

An Act to sanction the construction of a line of railway from Canowindra to Eugowra; to provide for the use of the line by the Constructing Authority, or by persons authorised by him; to amend the Public Works Act, 1912; and for other purposes consequent thereon or incidental thereto.

WHEREAS in accordance with the provisions of ^{Preamble.} the Public Works Act, 1912, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of
5 a railway from Canowindra to Eugowra: And whereas, on the passing of the said resolution, a statutory duty

Canowindra to Eugowra Railway.

was by the said Act imposed upon 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 5 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 "Canowindra to Eugowra Railway Act, 1915." Short title

2. The carrying out of the work (more particularly described in the Schedule to this Act) is hereby Work sanctioned. sanctioned, and the Secretary for Public Works, or the member of the Executive Council for the time 15 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 of a Constructing Authority within the meaning of 20 the Public Works Act, 1912.

3. The plan of the said work is the plan marked Plan of work. "Canowindra to Eugowra," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway Construction, and deposited in the public 25 office of the said Secretary.

4. The cost of carrying out the said work, estimated Cost, how to be defrayed. at ninety-nine thousand seven hundred and twenty pounds thirteen shillings and seven pence, may be defrayed from such loan votes as are now, or may 30 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.

5. The said line of railway may be constructed on Roads. or along or by the side of any public road or highway.

6. Notwithstanding the provisions of section ninety- Fencing. one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the 40 duty of the said Authority to make or maintain any fence

Canowindra to Eugowra Railway.

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
5 of railway as he may think fit.

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 Chief Commissioner for Railways and Tramways, and for that purpose
10 may run thereon any carriages or waggons propelled or drawn by any motive power.

Use of line
during
construction.

SCHEDULE.

THIS railway commences at the terminus of the existing line at Canowindra at 246 miles 44 chains 56 links from Sydney *via* Blayney, and proceeds westerly and crosses Nyrang Creek at 254½ miles ; at
15 256½ miles it bears southerly and descends that creek about a mile on its right or western side to 258 miles ; thence the westerly direction is again taken and Goolagong is passed about 4 miles on the north ; at
20 262½ miles on the eastern side of the Lachlan River the line curves, a north-easterly bearing takes it for 9 miles along that river and onward to Eugowra, where the railway ends, parallel to Loftus street on the eastern or left bank of Mandagery Creek, at 273 miles 20 chains 56 links from Sydney, being a total distance of 26 miles 56 chains, and
25 subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

New South Wales.



ANNO SEXTO

GEORGII V REGIS.

Act No. 48, 1915.

An Act to sanction the construction of a line of railway from Canowindra to Eugowra; to provide for the use of the line by the Constructing Authority, or by persons authorised by him; to amend the Public Works Act, 1912; and for other purposes consequent thereon or incidental thereto. [Assented to, 21st December, 1915.]

WHEREAS in accordance with the provisions of Preamble, the Public Works Act, 1912, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of a railway from Canowindra to Eugowra: And whereas, on the passing of the said resolution, a statutory duty was

Canowindra to Eugowra Railway.

was by the said Act imposed upon 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:—

Short title.

1. This Act may be cited as the "Canowindra to Eugowra Railway Act, 1915."

Work sanctioned.

2. The carrying out of the 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 of a Constructing Authority within the meaning of the Public Works Act, 1912.

Plan of work.

3. The plan of the said work is the plan marked "Canowindra to Eugowra," signed by the Secretary for Public Works, and countersigned by the Chief Engineer for Railway 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 ninety-nine thousand seven hundred and twenty pounds thirteen shillings and seven pence, 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.

Roads.

5. The said line of railway may be constructed on or along or by the side of any public road or highway.

Fencing.

6. Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence

Canowindra to Eugowra Railway.

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.

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 Chief Commissioner for Railways and Tramways, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power. Use of line during construction.

SCHEDULE.

THIS railway commences at the terminus of the existing line at Canowindra at 246 miles 44 chains 56 links from Sydney *via* Blayney, and proceeds westerly and crosses Nyrang Creek at 254½ miles; at 256½ miles it bears southerly and descends that creek about a mile on its right or western side to 258 miles; thence the westerly direction is again taken and Goolagong is passed about 4 miles on the north; at 262½ miles on the eastern side of the Lachlan River the line curves, a north-easterly bearing takes it for 9 miles along that river and onward to Eugowra, where the railway ends, parallel to Loftus street on the eastern or left bank of Mandagery Creek, at 273 miles 20 chains 56 links from Sydney, being a total distance of 26 miles 56 chains, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

By Authority :

WILLIAM APPLGATE GULLICK, Government Printer, Sydney, 1916.

[3d.]

THE JOURNAL OF THE
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CONTENTS

Original Articles
 The Treatment of Tuberculosis
 The Treatment of Syphilis
 The Treatment of Gonorrhea
 The Treatment of Malaria
 The Treatment of Typhoid Fever
 The Treatment of Cholera
 The Treatment of Dysentery
 The Treatment of Smallpox
 The Treatment of Measles
 The Treatment of Rubella
 The Treatment of Scarlatina
 The Treatment of Diphtheria
 The Treatment of Tetanus
 The Treatment of Botulism
 The Treatment of Rabies
 The Treatment of Hydrophobia
 The Treatment of Anthrax
 The Treatment of Brucellosis
 The Treatment of Tularemia
 The Treatment of Plague
 The Treatment of Typhus
 The Treatment of Relapsing Fever
 The Treatment of Leishmaniasis
 The Treatment of Malaria
 The Treatment of Typhoid Fever
 The Treatment of Cholera
 The Treatment of Dysentery
 The Treatment of Smallpox
 The Treatment of Measles
 The Treatment of Rubella
 The Treatment of Scarlatina
 The Treatment of Diphtheria
 The Treatment of Tetanus
 The Treatment of Botulism
 The Treatment of Rabies
 The Treatment of Hydrophobia
 The Treatment of Anthrax
 The Treatment of Brucellosis
 The Treatment of Tularemia
 The Treatment of Plague
 The Treatment of Typhus
 The Treatment of Relapsing Fever
 The Treatment of Leishmaniasis

INDEX

Alphabetical Index
 Subject Index
 Classified Index
 Cumulative Index

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.

W. S. MOWLE,
Acting Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 15 December, 1915, A.M.

New South Wales.



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

THOS. H. THROWER,
Chairman of Committees of the Legislative Assembly.

Canowindra to Eugowra Railway.

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

G. STRICKLAND,

Government House,

Governor.

Sydney, 21st December, 1915.

