

*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.*

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

*Legislative Assembly Chamber,  
Sydney, 19 November, 1914.*

## New South Wales.



ANNO QUINTO

GEORGI V REGIS.

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Act No. , 1914.

An Act to sanction the carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto.

**W**HEREAS in accordance with the provisions of <sup>Preamble.</sup> the Public Works Act, 1912, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the  
5 carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong. 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  
10 Assembly to sanction the carrying out of the said work: Be it therefore enacted by the King's Most



*Main Southern Railway Deviation (Picton to Mittagong).*

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:—

- 5 **1.** This Act may be cited as the “Main Southern Railway Deviation (Picton to Mittagong) Act, 1914.” Short title.
- 2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned, and the Chief Commissioner for Railways and Tramways 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. Work sanctioned.
- 10 **3.** The plan of the said work is the plan marked “Schedule Plan, Proposed Deviation, Picton to Mittagong,” signed by the Chief Commissioner for Railways and Tramways, and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner. The plan.
- 15 **4.** The cost of carrying out the said work, estimated at six hundred and thirty thousand three hundred and fifty-three pounds (exclusive of land resumptions), may be defrayed from such loan votes as are now or may hereafter be applicable to the 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, and how to be defrayed.
- 20 **5.** The said line of railway may be constructed on or along or by the side of any public road or highway. Line may be constructed on road.
- 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 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. Fencing not required along the line.
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SCHEDULE.



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*Main Southern Railway Deviation (Picton to Mittagong).*

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SCHEDULE.

To construct a double line, leaving the existing line at 53 miles 14 chains 23 links on the up side, crossing to the down side at 53 miles 65 chains 30 links existing line mileage, passes over Redbank and 5 Myrtle Creeks. Then following the main southern road crosses the Bargo River, and bearing in a south-westerly direction joins the existing line at 77 miles 26 chains 70 links.

Increase in length, 3 miles 41 chains 92·1 links.

With such deviations and modifications as may be considered 10 desirable by the Constructing Authority.



The Board of Directors of the Legislative Assembly  
has today passed a resolution for presentation to the  
Legislative Council for its consideration.

RICHARD A. ARNOLD,  
Clerk of the Legislative Assembly.

Legislative Assembly Chamber,  
Parliament Buildings, 1924.

After Council Meeting

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Public  
bond.

... of the  
Legislative  
Assembly has  
declared that it was  
expedient to carry out a certain work, namely, the  
carrying out of a deviation of the Main Southern  
Railway line between Pickett and Millersburg. And  
whereas, on the passing of the said resolution, a statu-  
tory 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



New South Wales.



ANNO QUINTO

GEORGI V REGIS.

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Act No. 25, 1914.

An Act to sanction the carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong ; to amend the Public Works Act, 1912 ; and for purposes consequent thereon or incidental thereto. [Assented to, 1st December, 1914.]

**W**HEREAS in accordance with the provisions of <sup>Preamble.</sup> the Public Works Act, 1912, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the carrying



*Main Southern Railway Deviation (Picton to Mittagong).*

carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong. 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:—

Short title.

**1.** This Act may be cited as the "Main Southern Railway Deviation (Picton to Mittagong) Act, 1914."

Work sanctioned.

**2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned, and the Chief Commissioner for Railways and Tramways 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.

The plan.

**3.** The plan of the said work is the plan marked "Schedule Plan, Proposed Deviation, Picton to Mittagong," signed by the Chief Commissioner for Railways and Tramways, and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner.

Cost, and how to be defrayed.

**4.** The cost of carrying out the said work, estimated at six hundred and thirty thousand three hundred and fifty-three pounds (exclusive of land resumptions), may be defrayed from such loan votes as are now or may hereafter be applicable to the 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.

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 ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty



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*Main Southern Railway Deviation (Picton to Mittagong).*

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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.

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SCHEDULE.

To construct a double line, leaving the existing line at 53 miles 14 chains 23 links on the up side, crossing to the down side at 53 miles 65 chains 30 links existing line mileage, passes over Redbank and Myrtle Creeks. Then following the main southern road crosses the Bargo River, and bearing in a south-westerly direction joins the existing line at 77 miles 26 chains 70 links.

Increase in length, 3 miles 41 chains 92·1 links.

With such deviations and modifications as may be considered desirable by the Constructing Authority.

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By Authority :

WILLIAM APPELEGATE GULLICK, Government Printer, Sydney, 1914.

[3d.]



THE CITY OF BOSTON

FROM THE FIRST SETTLEMENT TO THE PRESENT TIME  
BY SAMUEL JOHNSON

CHAPTER I

THE FIRST SETTLEMENT

The first settlement in Boston was made by a party of Englishmen, who, in the year 1630, sailed from England, and landed at the town of Boston, in the month of September. They were accompanied by their families, and a large number of servants, and they brought with them a great quantity of provisions, and other necessaries for their support.

The first church in Boston was founded in the year 1630, and was called the First Church in Boston.



*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.*

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

*Legislative Assembly Chamber,  
Sydney, 26 November, 1914.*

## **New South Wales.**



ANNO QUINTO

# **GEORGII V REGIS.**

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## **Act No. 25, 1914.**

An Act to sanction the carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong; to amend the Public Works Act, 1912; and for purposes consequent thereon or incidental thereto. [Assented to, 1st December, 1914.]

**W**HEREAS 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 carrying

*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.*



*Main Southern Railway Deviation (Picton to Mittagong).*

carrying out of a deviation of the Main Southern Railway Line between Picton and Mittagong. 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:—

- Shcrt title. **1.** This Act may be cited as the "Main Southern Railway Deviation (Picton to Mittagong) Act, 1914."
- Work sanctioned. **2.** The carrying out of the said work (more particularly described in the Schedule to this Act) is hereby sanctioned, and the Chief Commissioner for Railways and Tramways 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.
- The plan. **3.** The plan of the said work is the plan marked "Schedule Plan, Proposed Deviation, Picton to Mittagong," signed by the Chief Commissioner for Railways and Tramways, and countersigned by the Engineer-in-Chief for Existing Lines, and deposited in the public office of the said Chief Commissioner.
- Cost, and how to be defrayed. **4.** The cost of carrying out the said work, estimated at six hundred and thirty thousand three hundred and fifty-three pounds (exclusive of land resumptions), may be defrayed from such loan votes as are now or may hereafter be applicable to the 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.
- 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 ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty



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*Main Southern Railway Deviation (Picton to Mittagong).*

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Increase in length, 3 miles 41 chains 92·1 links.

With 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.*

G. STRICKLAND,  
*State Government House, Governor.*  
*Sydney, 1st December, 1914.*



THE  
 STATE OF  
 NEW YORK  
 IN SENATE  
 January 15, 1914.

REPORT  
 OF THE  
 COMMISSIONERS OF THE LAND OFFICE  
 IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE  
 ON JANUARY 15, 1914.

ALBANY:  
 THE UNIVERSITY OF THE STATE OF NEW YORK  
 PRESS, 1914.