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No. , 1915.

A BILL

To sanction and authorise the extension of the workshops and the amplification of the plant at the Government Timber Dépôt, Uhr's Point, including the construction of a line of railway from Rhodes railway station to the said timber dépôt; to provide for the use of the said line; to amend the Public Works Act, 1912; and for purposes consequent thereon and incidental thereto.

[Mr. ;— 1915.]

Preamble.

WHEREAS in accordance with the provisions of the Public Works Act, 1912, the Legislative Assembly did by resolution declare that it was expedient to carry out a certain work, namely, the extension of the workshops and the amplification of the plant at the Government Timber Depôt, Uhr's Point: And whereas, on the passing of the said resolution, a statutory duty was by the said Act imposed on the Minister 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 "State Timber Yards Extension 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 Minister for Public Works, or the member of the Executive Council for the time being performing the duties of the said Minister, 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 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, State Timber Yards and Building Workshops, Uhr's Point," signed by the Minister for Public Works, and countersigned by the Director-General of Public Works, and deposited in the public office of the said Minister.

Cost, and how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and sixteen thousand two hundred and ten 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.

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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 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 fence in connection with the said line of railway as he may think fit. Fencing not required along the line.

7. The Constructing Authority, the Minister for Public Works, the Chief Commissioner for Railways and Tramways, and any person authorised by either of them, may use the said line, or any part thereof, and for that purpose may run thereon any carriages or waggons propelled or drawn by any motive power. Use of line.

SCHEDULE.

THE works consist of timber yard with stacking sheds, wharf, log pond, dredged water front, tramways, a railway for the use of the works, and electric cranes.

Log sawmill, saw and planing mill, general joinery mill, sash and door factory, each with sawdust removal plant, joiners', painters', and glaziers' workshops, and store building. Blacksmiths and galvanized sheet ironworker's shop. Office, latrines, septic tank, and stables.

Power-house with electric generating machinery, and sub-station with transformer equipment for municipal council electric supply.

The railway commences at the northern end of Rhodes Railway Station at 10 miles 30 chains 85 links from Sydney, and runs in a north-westerly direction skirting the eastern side of Homebush Bay, and thence turning in an easterly direction, crossing under the existing railway and terminating at State timber works at 11 miles 3 chains, being a distance of 52 chains 15 links.

The works are subject to such deviations, modifications, and amendments as may be considered desirable by the Constructing Authority.
