

(b) be, by order of the Court authorised by the further proclamation to exercise jurisdiction in bankruptcy, transferred to that Court, and thereupon transacted and disposed of by or under the direction of a Judge or Judges of that Court.”

4. Section nineteen of the Principal Act is amended by omitting paragraph (b) and inserting in its stead the following paragraph:— Matters pending in State Courts.

“(b) in the case of a State Court, one or more of the Judges of the Court; or”.

5. Section forty-seven of the Principal Act is amended by omitting from sub-paragraph (ii) of paragraph (b) the word “of” (last occurring) and inserting in its stead the word “or”. Swearing of affidavits.

6. Section ninety-one A of the Principal Act is amended— Protection of gas apparatus.

(a) by inserting after the word “any” (first occurring) the word “pipes,”; and

(b) by inserting after the word “supply” the words “gas, water or”.

7. Section one hundred and twenty-one of the Principal Act is amended by omitting from paragraph (d) of sub-section (1.) the word “with” (last occurring). Effect of order of discharge.

SEAT OF GOVERNMENT RAILWAY.

No. 40 of 1928.

An Act relating to the Seat of Government Railway.

[Assented to 26th September, 1928.]

BE it enacted by the King’s Most Excellent Majesty, the Senate, and the House of Representatives of the Commonwealth of Australia, as follows:—

1. This Act may be cited as the *Seat of Government Railway Act* Short title.
1928.

Definitions.

2. In this Act, unless the contrary intention appears—

“the Commissioner” means the Commonwealth Railways Commissioner appointed under the *Commonwealth Railways Act 1917-1925*;

“the Federal Capital Commission” means the Commission constituted in pursuance of the *Seat of Government (Administration) Act 1924-1926*;

“the Railway” means the Seat of Government Railway, the route of which is described in the Schedules to this Act, and includes all sidings and other lines of the Railway situated on the land described in those Schedules.

Occupation and use of land for railway purposes.

3.—(1.) The Commissioner may occupy and shall have the exclusive use, for railway purposes, for such period as he thinks necessary, of the land described in the Schedules to this Act.

(2.) The Federal Capital Commission may grant to the Commissioner the right to the exclusive use of any other lands vested in the Commission which the Commissioner certifies to be required for the purposes of the railway.

(3.) Where any land which has been occupied and used by the Commissioner in pursuance of sub-section (1.) of this section, or the right to use which has been granted to the Commissioner in pursuance of sub-section (2.) of this section, is no longer required for railway purposes, the Commissioner shall certify accordingly in writing, and, upon the publication of that certificate in the *Gazette* possession of the land described in the certificate shall be delivered to the Federal Capital Commission.

Railway, &c., to vest in Commonwealth Railways Commissioner.

4.—(1.) There shall be vested absolutely in the Commissioner—

(a) the Railway and all rolling-stock belonging to the Commonwealth in connexion with the Railway, but not including the land described in the Schedules to this Act;

(b) all stations, yards and buildings situated on the land described in the Schedules to this Act and connected or used in connexion with the Railway; and

(c) all wires, instruments, and other telegraphic or telephonic apparatus (not being the property of the Postmaster-General) used in connexion with the Railway.

(2.) The Commissioner may, at any time while any land is occupied or used by him in pursuance of the last preceding sub-section, remove therefrom any property vested in him in pursuance of this section.

Application of Commonwealth Railways Act 1917-1925.

5. The Commissioner shall have, in relation to the Railway, all the powers and functions vested in him under the *Commonwealth Railways Act 1917-1925* and that Act shall apply in relation to the

Railway and other property vested in the Commissioner in pursuance of this Act as if the Railway and other property had been vested in him in pursuance of the *Commonwealth Railways Act 1917-1925*.

THE SCHEDULES.

THE FIRST SCHEDULE.

DESCRIPTION.

All that piece or parcel of land situate in the Territory for the Seat of Government described hereunder. Commencing at survey station W.14 of the survey of the boundary between the State of New South Wales and the Territory for the Seat of Government adjacent the junction of the Goulburn—Cooma Railway line with the Queanbeyan—Canberra Railway line near the Town of Queanbeyan and bounded partly on the South by such boundary being lines bearing :—

275° 40' 20" 100.39 links	263° 59' 20" 107.13 links
273° 57' 20" 100.17 links	261° 16' 10" 100.63 links
271° 33' 20" 100.01 links	259° 37' 37" 74.74 links
268° 27' 40" 100.07 links	

thence on the south-west generally by lines bearing :—

283° 16' 50" 1,494.20 links	329° 49' 16" 381.45 links
280° 57' 04" 246.09 links	318° 21' 37" 379.25 links
294° 17' 40" 99.97 links	306° 48' 47" 384.38 links
294° 08' 40" 1,581.91 links	295° 12' 45" 380.28 links
291° 22' 30" 299.70 links	284° 38' 09" 326.14 links
282° 35' 40" 261.87 links	279° 45' 35" 564.96 links
276° 17' 40" 379.40 links	293° 38' 55" 198.50 links
267° 03' 40" 310.05 links	304° 58' 40" 685.10 links
257° 41' 50" 590.15 links	290° 31' 10" 255.94 links
245° 09' 00" 416.18 links	303° 19' 41" 197.28 links
235° 11' 00" 862.18 links	303° 22' 19" 4,464.62 links
227° 03' 00" 679.06 links	318° 10' 36" 1,378.10 links
250° 06' 10" 1,246.90 links	312° 39' 03" 367.55 links
251° 44' 00" 1,054.22 links	301° 19' 55" 378.98 links
274° 03' 00" 640.90 links	291° 38' 14" 261.18 links
279° 10' 30" 804.47 links	287° 43' 25" 1,021.41 links
290° 46' 00" 451.62 links	286° 17' 59" 308.42 links
284° 48' 00" 2,853.00 links	296° 00' 59" 421.09 links
277° 57' 40" 63.38 links	307° 29' 42" 421.02 links
301° 50' 00" 1,268.42 links	318° 47' 19" 707.39 links
299° 24' 00" 621.29 links	314° 12' 19" 383.41 links
308° 15' 00" 739.77 links	302° 53' 18" 374.50 links
302° 45' 00" 696.66 links	291° 25' 17" 384.24 links
314° 38' 47" 320.92 links	284° 00' 29" 1,494.58 links
335° 34' 53" 1,437.28 links	283° 51' 50" 897.19 links

THE FIRST SCHEDULE—*continued.*

to a point on the arc of a circle of 62.12 links radius the centre of which lies to the North West thence by 137.64 links of that arc having a chord bearing $220^{\circ} 30' 50''$ for 111.17 links thence by lines bearing $283^{\circ} 59' 20''$ —405.08 links and $244^{\circ} 41' 00''$ —290.97 links to the North East side of Wentworth-avenue, thence on the South West by that Avenue bearing $334^{\circ} 41' 00''$ —1,818.18 links to the South East side of Dawes street, thence on the North West by that street bearing $64^{\circ} 41' 00''$ —42.42 links, thence on the North East by lines bearing $154^{\circ} 41' 00''$ —757.57 links and $148^{\circ} 59' 00''$ —152.27 links to the South East side of Cunningham-street, thence on the North West by that street bearing $64^{\circ} 41' 00''$ —641.85 links and $97^{\circ} 37' 00''$ —173.81 links, thence on the West by lines bearing—

356° 14' 00"	154.54 links	347° 08' 00"	136.36 links
357° 43' 00"	164.08 links	340° 13' 00"	136.36 links
357° 51' 00"	121.21 links	334° 33' 00"	113.63 links
353° 54' 30"	136.36 links	323° 34' 20"	241.81 links

thence on the North West by a line bearing $64^{\circ} 41' 00''$ —1,165.99 links to the Western side of the Causeway, thence on the East generally by that Causeway bearing $187^{\circ} 37' 00''$ —363.68 links, thence by lines bearing—

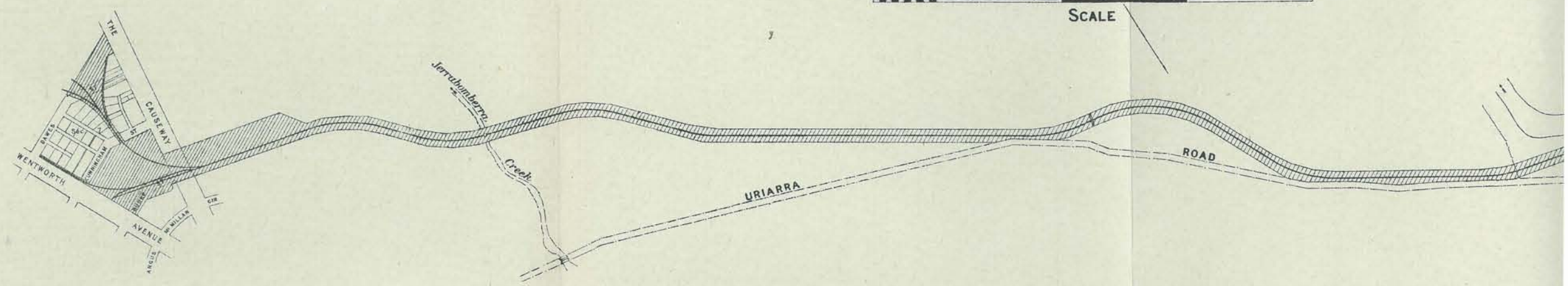
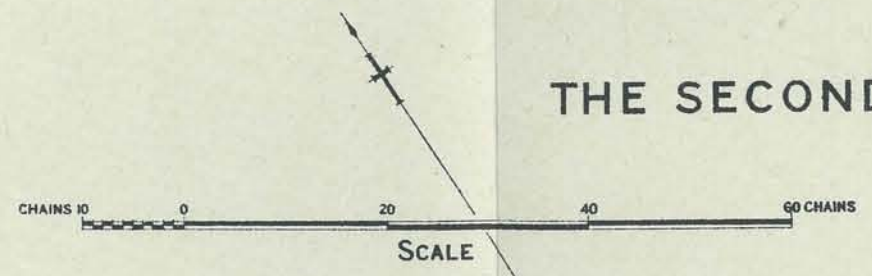
277° 37' 00"	117.68 links	211° 25' 00"	116.09 links
221° 31' 00"	273.82 links	204° 10' 30"	151.51 links
221° 14' 00"	151.51 links	195° 43' 30"	151.51 links
219° 42' 00"	35.76 links	189° 59' 00"	75.75 links
216° 29' 00"	86.51 links	177° 41' 20"	423.03 links

to the South side of Cunningham-street, thence by that street bearing $97^{\circ} 37' 00''$ —456.53 links to the Western side of The Causeway, thence by that Causeway bearing $187^{\circ} 37' 00''$ —454.54 links and thence on the North East generally by lines bearing—

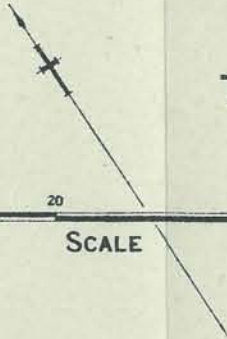
103° 27' 00"	1,969.82 links	150° 24' 11"	344.10 links
145° 36' 30"	462.53 links	139° 22' 11"	384.48 links
104° 03' 22"	268.01 links	127° 52' 47"	378.33 links
118° 08' 48"	364.55 links	123° 05' 46"	2,276.18 links
124° 44' 05"	367.77 links	117° 02' 00"	400.68 links
138° 39' 52"	819.92 links	108° 43' 30"	142.31 links
131° 42' 11"	467.48 links	105° 18' 00"	1,228.50 links
117° 23' 25"	478.51 links	100° 47' 20"	844.00 links
108° 05' 09"	293.85 links	104° 38' 00"	2,154.53 links
107° 42' 34"	1,211.33 links	85° 02' 17"	703.41 links
117° 17' 15"	310.50 links	70° 43' 00"	1,311.43 links
126° 58' 14"	420.75 links	66° 43' 00"	458.80 links
138° 11' 02"	1,302.25 links	50° 00' 40"	684.40 links
130° 47' 32"	489.73 links	65° 07' 40"	296.17 links
123° 22' 19"	4,192.20 links	54° 31' 40"	673.42 links
123° 21' 30"	726.02 links	64° 00' 30"	429.30 links
117° 59' 22"	356.69 links	73° 21' 00"	417.32 links
106° 52' 24"	379.36 links	87° 09' 50"	831.30 links
99° 53' 06"	194.81 links	102° 35' 40"	482.14 links
100° 34' 17"	415.79 links	110° 18' 00"	323.00 links
111° 00' 07"	311.37 links	114° 05' 00"	1,589.85 links
121° 04' 09"	427.02 links	109° 12' 00"	52.21 links
132° 37' 35"	421.19 links	103° 18' 10"	1,962.94 links
144° 03' 23"	421.25 links	106° 03' 30"	439.30 links
155° 32' 18"	1,242.23 links		

to the point of commencement

THE SECOND SCHEDULE



THE SECOND SCHEDULE



TERRITORIAL BOUNDARY
STATE OF NEW SOUTH WALES

