

Stockton Graving-dock (Leasing).

Act No. 44, 1897.

An Act to enable the Governor to declare certain lands in the parish of Stockton, county of Gloucester, to be public thoroughfares; to provide for the closing of Wharf-road in that parish; and to extend the term for which leases of certain lands in that parish may be granted under sections 89 and 90 of the Crown Lands Act of 1884, and section 46 of the Crown Lands Act of 1895. [10th December, 1897.]

WHEREAS it is desirable in the public interests for the purpose of constructing and establishing a graving-dock and engineering works in connection therewith at Stockton to lease certain Crown lands in the parish of Stockton, county of Gloucester, for a longer term than is authorised by the Crown Lands Acts, and to open certain lands as roads, and to close other roads in that parish: Be it therefore enacted by the Queen'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. The Governor may, by notification in the Gazette, declare the lands described in Schedules A and B hereto to be public thoroughfares.

On and after the date of such notification the road known as Wharf-road, and comprising the land described in Schedule C hereto shall be closed, and shall be free from all rights of way by the public.

2. The term for which any lease of any Crown land described in Schedule D hereto may be granted under the provisions of section eighty-nine or section ninety of the Crown Lands Act of 1884, and section forty-six of the Crown Lands Act of 1895, may exceed twenty-eight but shall not exceed ninety-nine years.

3. This Act may be cited as the "Stockton Graving-dock (Leasing) Act, 1897."

SCHEDULE A.

Eastern Division—Land district of Newcastle, private town of Stockton, parish of Stockton, county of Gloucester, area twenty-one and a half perches, being part of the seventy acres at Pirate Point originally granted to James Mitchell: Commencing on the south-west side of Stockton-street at its intersection with the northern side of Factory-street;

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Factory-street; and bounded thence on the south by part of that side of Factory-street bearing north eighty-nine degrees forty-four minutes west three chains fifty-eight links; thence on the north-west by a line bearing north ten degrees thirty-seven minutes east forty links; thence on the north by a line bearing south eighty-nine degrees forty-four minutes east three chains twenty-six links to the south-west side of Stockton-street aforesaid; and thence on the north-east by part of that side of that street bearing south thirty-two degrees ten minutes east forty-seven links, to the point of commencement.

SCHEDULE B.

Eastern Division—Land district of Newcastle, private town of Stockton, parish of Stockton, county of Gloucester, area thirty-six and three-quarter perches, being part of the seventy acres at Pirate Point originally granted to James Mitchell: Commencing on the southern side of Factory-street at a point bearing north eighty-nine degrees forty-four minutes west and distant three chains six links from its intersection with the south-west side of Stockton-street; and bounded thence on the south-east by a line bearing south ten degrees thirty-seven minutes west two chains sixty-three links thence on the south-west by a line bearing north fifty-three degrees thirty-five minutes west one chain eleven links; thence on the north-west by a line bearing north ten degrees thirty-seven minutes east one chain ninety-seven links to the southern side of Factory-street aforesaid; and thence on the north by part of that side of that street bearing south eighty-nine degrees forty-four minutes east one chain two links, to the point of commencement.

SCHEDULE C.

Eastern Division—Land district of Newcastle, partly within the private town of Stockton, parish of Stockton, county of Gloucester: Commencing on the south-west side of Stockton-street at a point bearing south thirty-two degrees ten minutes east and distant two chains sixteen links from its intersection with the southern side of Factory-street; and bounded thence on the north-west by lines bearing south seventy-three degrees thirty-six minutes west five chains twenty-one links and south forty-three degrees fifty-four minutes west two chains sixty-two links; thence on the south-west by a line bearing south forty-six degrees six minutes east one chain; thence on the south-east by lines bearing north forty-three degrees fifty-four minutes east three chains fifty-two links and north seventy-three degrees thirty-six minutes east four chains five links to the south-west side of Stockton-street aforesaid; thence on the north-east by part of that side of that street bearing north thirty-two degrees ten minutes west forty-four links, to the point of commencement.

SCHEDULE D.

Eastern Division—Land district of Newcastle, adjoining the private town of Stockton, parish of Stockton, county of Gloucester, area three acres two roods two perches: Commencing at the intersection of the southerly prolongation of the west side of Stockton-street with the northern limit line of reclamation of Port Hunter, determined by the Harbours and Rivers Department, being a point bearing north eighty degrees thirty minutes west and distant one thousand three hundred and ninety-four links from the south-east corner of James Mitchell's seventy acres grant; and bounded thence on part of the east by the southerly prolongation of the west side of Stockton-street and part of the west side of that street bearing north seven degrees fifty-five minutes west three hundred and fifteen links; thence on part of the north by a line bearing south eighty degrees forty-five minutes west forty-three links; thence on the remainder of the east by a line bearing north twenty-two degrees nineteen minutes west two hundred and fifty-three links; thence on the remainder of the north by lines bearing north seventy-four degrees eight minutes west three hundred and twenty-four links, and north fifty-three degrees thirty-five minutes west three hundred and five links; thence on the west by

Glebe Island Bridge.

by the east side of a projected new street bearing south ten degrees thirty-seven minutes west four hundred and seventy-eight links to the northern limit line of reclamation of Port Hunter; and thence on the south by the last-mentioned limit line of reclamation, being a curve of one thousand five hundred feet radius for an easterly length of six hundred and thirty-eight links, and a line bearing south seventy-three degrees fifteen minutes east two hundred and sixty-two links, to the point of commencement.
