

Act No. 7, 1905.

An Act to vest certain land in the Railway Commissioners for the purposes of the Government Railways Act, 1901. [16th August, 1905.]

DARLING ISLAND
VESTING.
—

WHEREAS, by proclamation dated the twenty-third day of December, one thousand nine hundred and three, made in pursuance of the Sydney Harbour Trust Act, 1900, and published in the Gazette of the twenty-ninth day of the same month, certain land described in the Schedule to such proclamation, and situate at Darling Island,

Preamble.

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Island, Pyrmont, was removed and withdrawn from the Sydney Harbour Trust Commissioners: And whereas by the said Act the said land, on such publication, became vested in the Minister for Public Works for an estate in fee-simple: And whereas it is desirable to vest part of the said land in the Railway Commissioners: 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 "Darling Island Vesting Act, 1905."

Land vested in
Railway
Commissioners.

2. The land described in the Schedule to this Act is hereby vested in the Railway Commissioners of New South Wales for an estate in fee-simple for the purposes of the Government Railways Act, 1901; and the Minister for Public Works is divested of his estate in the said land, and any dedication and any trusts affecting the said land in the hands of the said Minister are hereby revoked and annulled.

SCHEDULE.

ALL that piece or parcel of land situate at Pyrmont, in the parish of Saint Andrew, county of Cumberland, and State of New South Wales: Commencing at the intersection of the northern building-line of Union-street, Pyrmont, with the western building-line of Murray-street; and bounded thence on part of the south by the said building-line of Union-street bearing easterly crossing Murray-street 460 feet 9 inches to a point distant rectangularly 32 feet from the edge of the railway wharf; thence on part of the east by a line running parallel to and distant 32 feet from that edge of that wharf bearing 349 degrees 14 minutes 20 seconds 520 feet 4 inches to a point in a line running parallel to and distant rectangularly 59 feet from the edge of the wharf between the two railway coal-jetties at Pyrmont; thence again on part of the north by that line bearing 259 degrees 16 minutes 249 feet 7 inches to a point on the high-water mark of Pyrmont Bay, which is the intersection of the western side of the more westerly of the said two coal-jetties with the north-western side of a stone sea-wall; thence again on part of the north by a line bearing 263 degrees 10 minutes 286 feet 3 inches, passing beyond high-water mark and across the frontage of Murray-street and part of the frontage of the property formerly owned by the executors of the Cox Estate, and known as "Hudson's Wharf," to the angle formed by the outer face of the wharf on piles and the eastern side of the most westerly jetty erected on that property; thence again on part of the north by a line bearing 290 degrees 9 minutes 258 feet, crossing the said most westerly jetty on Cox's property, and also crossing the wharf known as "Warburton's" to the south-eastern corner of a new wharf on piles; thence again on parts of the north and north-east by landward boundaries of that wharf, being lines bearing 267 degrees 30 minutes 26 feet; and thence 317 degrees 48 minutes 30 seconds 302 feet 9 inches to a south-western corner of the said wharf; thence again on part of the north east by a line bearing 352 degrees 28 minutes 108 feet 4 inches to a point in the prolongation southerly of the line of the western side of the concrete sea-wall erected on the eastern side of Darling Island; thence on part of the east by the said prolongation and the line of that side of that wall bearing 9 degrees 27 minutes 45 seconds 1,291 feet 3 inches to a point therein, at the northern end of Darling Island, in a line running parallel to and distant rectangularly 20 feet from

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from the line joining the ends of the tops of the sea-walls erected on the western and eastern sides of the said Island ; thence again on part of the north-east by the said line distant 20 feet from the said joining line bearing 290 degrees 27 minutes 50 seconds 246 feet to a point in a line running parallel with and distant rectangularly 60 feet from the outer face of the said concrete wall erected on the western side of the said Island ; thence on part of the west by the said line distant 60 feet from the last-mentioned wall bearing 211 degrees 27 minutes 50 seconds 444·7 feet ; thence again bearing 211 degrees 27 minutes 50 seconds 220 feet along part of the south-eastern boundary of land proposed to be vested in the Commonwealth Government ; thence by a concave curve of 550 feet radius, the arc of which is 251·9 feet, and whose chord bears 192 degrees 33 minutes 50 seconds 249·7 feet ; thence by a line bearing 179 degrees 46 minutes 40 seconds 226·3 feet ; thence by a line bearing 305 degrees 37 minutes 50 seconds about 103·5 feet to an eastern corner of Jones-street, which is a point on a boundary of the land vested in the Sydney Harbour Trust Commissioners under the Sydney Harbour Trust Act, 1900 ; and thence on all other boundaries by the boundaries of that land bearing as follow :— Southerly to the southern side of John-street ; thence again, on part of the north-west by part of the south-eastern side of John-street bearing south-westerly 75 feet, more or less, to the north-eastern corner of 20·9/10 perches, sold by the Honourable the Minister for Public Works to George and Jane Day, on the 22nd May, 1900 ; thence again on parts of the south-west and north-west by the north eastern and part of the south-eastern boundaries of that land bearing south-easterly ; and thence south-westerly to the boundary of land resumed for wharfage purposes by Government Gazette notice of 7th August, 1896 ; thence on the south-west by that south-western boundary bearing 147 degrees 59 minutes 341 feet, 142 degrees 16 minutes 291 feet 7 inches, and 123 degrees 33 minutes 15 feet to the north-western extremity of the south-western side of Alma-street ; thence again on part of the south-east by the north-western termination of Alma-street bearing north-easterly about 41½ feet ; thence towards the south-east by the northern side of that street to the north-western corner of allotment No. 5 of the subdivision of ten allotments offered for sale by order of the Honourable the Minister for Public Works on the 20th December, 1899 ; thence by the western boundary of that allotment bearing southerly to the northern building-line of Union-street aforesaid ; thence by the portion of that building-line comprising the frontages of that allotment and of allotment No. 4 bearing easterly 166 feet to the south-eastern corner of the said allotment No. 4 ; thence by the eastern side of that allotment and the western end of a right-of-way 12 feet wide bearing northerly in all 84 feet 6¾ inches to the north-western corner of the said right-of-way ; thence by the northern side of the said right-of-way bearing easterly to the building-line of Murray-street aforesaid ; and thence on the remainder of the west by part of that building-line bearing southerly, to the point of commencement.