

AB

BUITENGEWONE



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DEPARTEMENT VAN DIE EERSTE MINISTER.

No. 461.] [30 Maart 1960.

Hierby word bekend gemaak dat dit Sy Eksellensie die oewerneur-generaal behaag het om sy goedkeuring te g aan onderstaande Wette, wat hierby ter algemene ligting gepubliseer word:—

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DEPARTMENT OF THE PRIME MINISTER.

No. 461.] [30th March, 1960.

It is hereby notified that His Excellency the Governor-General has been pleased to assent to the following Acts, which are hereby published for general information:—

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No. 15, 1960.]

WET**Tot wysiging van die Wet op die Nasionale Finansiële korporasie, 1949.***(Afrikaanse teks deur die Goewerneur-generaal geteken.)
(Goedgekeur op 21 Maart 1960.)***DIT WORD BEPAAL** deur Haar Majesteit die Koningin, die Senaat en die Volksraad van die Unie van Suid-Afrika, soos volg:—Wysiging van
artikel 7 van Wet
33 van 1949.**1.** Artikel *sewe* van die Wet op die Nasionale Finansiële korporasie, 1949, word hierby gewysig deur die volgende sub-artikel daarby te voeg, terwyl die bestaande artikel sub-artikel (1) word:„(2) So 'n vermeerdering van kapitaal kan ook teweeggebring word deur 'n kapitalisering van 'n gedeelte van die reserwefonds vermeld in sub-artikel (1) van artikel *sewentien*, deur middel van die uitreiking van aandele aan aandeelhouders in verhouding tot hulle bestaande aandeelbesit in die korporasie, mits genoemde reserwefonds, ná enige sodanige kapitalisering, nie minder as die uitgereikte kapitaal van die korporasie is nie.”.

Kort titel.

2. Hierdie Wet heet die Wysigingswet op die Nasionale Finansiële korporasie, 1960.

No. 17, 1960.]

WET**Tot wysiging van die Wet op Vloeibare Brandstof en Olie, 1947.***(Afrikaanse teks deur die Goewerneur-generaal geteken.)
(Goedgekeur op 21 Maart 1960.)*Wysiging van
artikel 14 van
Wet 49 van
1947.**DIT WORD BEPAAL** deur Haar Majesteit die Koningin, die Senaat en die Volksraad van die Unie van Suid-Afrika, as volg:—**1.** Artikel *veertien* van die Wet op Vloeibare Brandstof en Olie, 1947, word hierby gewysig deur die volgende sub-artikels daarby te voeg, terwyl die bestaande artikel sub-artikel (1) word:

„(2) (a) Die Minister kan, onderworpe aan die voorwaardes wat hy na oorweging van 'n verslag en aanbeveling van die raad bepaal, enigiemand van die bepalings van hierdie Wet vrystel.

(b) Enige vrystelling kragtens paragraaf (a) kan te eniger tyd deur die Minister ingetrek word na oorlegpleging met die raad en na skriftelike kennisgewing van minstens dertig dae aan die houer van sodanige vrystelling.

(3) 'n Vrystelling kragtens sub-artikel (2) verleen, dien nie as 'n verweer by 'n vervolging van die persoon aan wie dit verleen is weens 'n misdryf ingevolge artikel *vier* nie, indien dit bewys word dat daardie persoon in verband met die aangeleentheid waarop die vervolging betrekking het, in stryd met 'n voorwaarde onderworpe waaraan die vrystelling verleen is, gehandel het.”.

Kort titel.

2. Hierdie Wet heet die Wysigingswet op Vloeibare Brandstof en Olie, 1960.

No. 15, 1960.]

ACT

To amend the National Finance Corporation Act, 1949.

(Afrikaans text signed by the Governor-General.)
(Assented to 21st March, 1960.)

BE IT ENACTED by the Queen's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

1. Section *seven* of the National Finance Corporation Act, 1949, is hereby amended by the addition thereto of the following sub-section, the existing section becoming sub-section (1):

Amendment of
section 7 of Act
33 of 1949.

“(2) Any such increase in capital may also be effected by capitalizing any portion of the reserve fund referred to in sub-section (1) of section *seventeen* by means of the issue of stock to stockholders in proportion to their existing holdings of stock in the corporation, provided the said reserve fund is, after any such capitalization, not less than the issued capital of the corporation.”.

2. This Act shall be called the National Finance Corporation Short title. Amendment Act, 1960.

No. 17, 1960.]

ACT

To amend the Liquid Fuel and Oil Act, 1947.

(Afrikaans text signed by the Governor-General.)
(Assented to 21st March, 1960.)

BE IT ENACTED by the Queen's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

1. Section *fourteen* of the Liquid Fuel and Oil Act, 1947, is hereby amended by the addition thereto of the following sub-sections, the existing section becoming sub-section (1):

Amendment of
section 14 of
Act 49 of
1947.

“(2) (a) The Minister may, subject to such conditions as he may after consideration of a report and recommendation by the board determine, exempt any person from the provisions of this Act.

(b) Any exemption under paragraph (a) may at any time be withdrawn by the Minister after consultation with the board, and after not less than thirty days' written notice to the holder of such exemption.

(3) An exemption granted under sub-section (2) shall not be a defence in any prosecution of the person to whom it has been granted, in respect of an offence under section *four*, if it is proved that such person has in connection with the matter to which the prosecution relates, acted in conflict with any condition subject to which the exemption was granted.”.

2. This Act shall be called the Liquid Fuel and Oil Amendment Act, 1960.

No. 18, 1960.]

WET**Tot wysiging van die Maatskappywet, 1926.**

(Engelse teks deur die Goewerneur-generaal geteken.)
(Goedgekeur op 21 Maart 1960.)

DIT WORD BEPAAL deur Haar Majesteit die Koningin, die Senaat en die Volksraad van die Unie van Suid-Afrika, soos volg:—

Wysiging van artikel 21 van Wet 46 van 1926, soos by artikel 11 van Wet 23 van 1939, artikel 2 van Wet 67 van 1951 en artikel 13 van Wet 46 van 1952 gewysig.

1. Artikel *een-en-twintig* van die Maatskappywet, 1926 (hieronder die Hoofwet genoem), word hierby gewysig deur in sub-artikel (3) die woord „direkteure” en die woord „*ses-en-twintig*” te skrap.

Wysiging van artikel 26 van Wet 46 van 1926, soos by artikel 13 van Wet 23 van 1939 en artikel 18 van Wet 46 van 1952 gewysig.

2. Artikel *ses-en-twintig* van die Hoofwet word hierby gewysig—

(a) deur sub-artikel (5)*bis* deur die volgende sub-artikel te vervang:

„(5)*bis* Elke maatskappy wat nie ’n aandeelkapitaal het nie moet nie later nie dan dertig dae na elke jaarlikse algemene vergadering van die maatskappy by die Registrateur inlewer—

(a) ’n opgawe waarin vermeld word waar die geregistreerde kantoor van die maatskappy geleë is, die name en adresse van die persone wat op die datum van die opgawe die direkteure van die maatskappy is en die naam en adres van elke persoon wat as ouditeur van die maatskappy aangestel is;

(b) ’n kopie wat deur ’n direkteur sowel as deur die sekretaris van die maatskappy gesertifiseer is as ’n juiste kopie van die balansstaat (met inbegrip van elke dokument wat regtens daaraan geheg moet word) wat op die jaarlikse algemene vergadering aan die maatskappy voorgelê is.”;

(b) deur in sub-artikel (11) al die woorde voor die uitdrukking „die in sub-artikel (1) bedoelde lys” te skrap.

Wysiging van artikel 66*ter* van Wet 46 van 1926, soos by artikel 38 van Wet 23 van 1939 ingevoeg en by artikel 40 van Wet 46 van 1952 gewysig.

3. Artikel *ses-en-sestig ter* van die Hoofwet word hierby gewysig deur in sub-artikel (1) na die woorde „private maatskappy” die woorde „en elke vereniging waaraan kragtens artikel *een-en-twintig* ’n verlofbrief verleen is, moet” in te voeg.

Kort titel.

4. Hierdie Wet heet die Wysigingswet op Maatskappye, 1960.

No. 18, 1960.]

ACT

To amend the Companies Act, 1926.

(English text signed by the Governor-General.)
(Assented to 21st March, 1960.)

BE IT ENACTED by the Queen's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

1. Section *twenty-one* of the Companies Act, 1926 (hereinafter referred to as the principal Act), is hereby amended by the deletion in sub-section (3) of the word "directors", and the word "*twenty-six*".
Amendment of section 21 of Act 46 of 1926, as amended by section 11 of Act 23 of 1939, section 2 of Act 67 of 1951 and section 13 of Act 46 of 1952.
2. Section *twenty-six* of the principal Act is hereby amended—
 - (a) by the substitution for sub-section (5)*bis* of the following sub-section:

"(5)*bis* Every company not having a share capital shall not later than thirty days after every annual general meeting of the company lodge with the Registrar—

 - (a) a return stating the situation of the registered office of the company, the names and addresses of the persons who at the date of the return are directors of the company and the name and address of every person appointed as an auditor of the company;
 - (b) a copy certified both by a director and by the secretary of the company to be a true copy of the balance sheet (including every document required by law to be annexed thereto) laid before the company at the annual general meeting.";
 - (b) by the deletion in sub-section (11) of all the words before the expression "the list referred to in sub-section (1)".
- Amendment of section 26 of Act 46 of 1926, as amended by section 13 of Act 23 of 1939 and section 18 of Act 46 of 1952.
3. Section *sixty-six ter* of the principal Act is hereby amended by the insertion in sub-section (1) after the words "private company" of the words "and every association licensed under section *twenty-one*".
Amendment of section 66*ter* of Act 46 of 1926, as inserted by section 38 of Act 23 of 1939 and amended by section 40 of Act 46 of 1952.
4. This Act shall be called the Companies Amendment Act, Short title. 1960.

No. 19, 1960.]

WET

Tot aanwending van 'n som van hoogstens tweehonderd sewe-en-sewentigmiljoen sestienduisend negehonderd pond uit die Spoorweg- en Hawefonds vir die dienste van die spoorweë en hawens vir die jaar wat op die een-en-dertigste dag van Maart 1961 eindig.

(Afrikaanse teks deur die Goewerneur-generaal geteken.)
(Goedgekeur op 25 Maart 1960.)

DIT WORD BEPAAL deur Haar Majesteit die Koningin, die Senaat en die Volksraad van die Unie van Suid-Afrika, as volg:—

Spoorweg- en
Hawefonds
belas met
£277,016,900.

1. Die Spoorweg- en Hawefonds word hiermee belas met sodanige somme geld as wat nodig mag wees vir die dienste van die spoorweë en hawens van die Unie gedurende die jaar wat op die een-en-dertigste dag van Maart 1961 eindig, maar gesamentlik ten bedrae van hoogstens tweehonderd-en-vyftigmiljoen eenhonderd-en-vyftienduisend tweehonderd pond vir inkomstedienste en een-en-sewentigmiljoen negehonderd-en-eenduisend sewehonderd pond vir kapitaal- en verbeteringsdienste.

Hoe die gelde
bestee moet
word.

2. Die gelde deur hierdie Wet beskikbaar gestel vir inkomstedienste moet aangewend word vir die doeleindes vermeld in die Eerste Bylae by hierdie Wet en nader omskrywe in die Begroting van Uitgawe [U.G. 5—1960] soos deur die Parlement goedgekeur, en vir kapitaal- en verbeteringsdienste vir die doeleindes vermeld in die Tweede Bylae by hierdie Wet en nader omskrywe in die Begroting van Uitgawe [U.G. 6—1960] soos deur die Parlement goedgekeur, maar geen deel van die som van viermiljoen agthonderd vyf-en-vyftigduisend sewehonderd pond getrek uit die verbeteringsfonds in die Derde Bylae vermeld, mag vir ander doeleindes as dié wat onder die hoofde genummer 2 tot en met 9 van bedoelde Tweede Bylae val, bestee word nie.

Minister kan
afwykings
magtig.

3. Met goedkeuring van die Minister van Vervoer kan 'n besparing op een of ander van die hoofde in die Eerste en Tweede Bylaes by hierdie Wet vermeld, aangewend word ter dekking van meerdere uitgawe onder enige ander hoof in dieselfde Bylae: Met dien verstande dat geen som wat in kolom 2 van een van bedoelde Bylaes voorkom, oorskry mag word nie, en dat besparings daarop vir geen ander doel aangewend mag word nie as dié waarvoor die geld hiermee beskikbaar gestel word soos in daardie Bylaes aangetoon: Met dien verstande verder dat die bedrag in kolom 3 van die Tweede Bylae vermeld, vir enige dienste onder die hoofde genummer 2 tot en met 8 in daardie Bylae aangewend kan word.

Lyn in aanbou.

4. By die diens vermeld onder Hoof No. 1 van die Tweede Bylae mag die gesamentlike uitgawe vir 'n lyn wat in aanbou is, nie meer bedra nie as die bedrag wat deur 'n wet vasgestel is as die maksimum bedrag wat daaraan bestee mag word.

Vermeerdering of
vermindering van
uitgawes op
sekere
goedgekeurde
spoorlyne.

5. Ondanks andersluidende bepalings in enige wet wat magtiging verleen vir die aanleg en uitrusting van enige spoorlyn vermeld in kolom 1 van die Vierde Bylae by hierdie Wet—

- (a) word die bedrag vermeld in kolom 3 van daardie Bylae teenoor die naam van so 'n lyn, naamlik, die bedrag deur 'n wet vasgestel as die maksimum som wat aan daardie lyn bestee mag word, vermeerder tot die som wat in kolom 5 teenoor daardie naam uitgedruk staan;
- (b) word die bedrag vermeld in kolom 2 van daardie Bylae teenoor die naam van so 'n lyn, naamlik, die bedrag deur 'n wet vasgestel as die maksimum som wat aan daardie lyn bestee mag word, verminder tot die som wat in kolom 4 teenoor daardie naam uitgedruk staan.

Bronne waaruit
beskikbaar-
gestelde gelde
verskaf sal word.

6. Die gelde wat deur hierdie Wet vir kapitaal- en verbeteringsdienste beskikbaar gestel word, moet uit die in die Derde Bylae by hierdie Wet vermelde bronne verskaf word.

Kort titel.

7. Hierdie Wet heet die Spoorweg- en Hawebegrotingswet, 1960.

No. 19, 1960.]

ACT

To apply a sum of money not exceeding two hundred and seventy-seven million sixteen thousand nine hundred pounds from the Railway and Harbour Fund for the services of the railways and harbours for the year ending the thirty-first day of March, 1961.

*Afrikaans text signed by the Governor-General.)
(Assented to 25th March, 1960.)*

BE IT ENACTED by the Queen's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

1. The Railway and Harbour Fund is hereby charged with such sums of money as may be required for the services of the railways and harbours of the Union for the year ending the thirty-first day of March, 1961, not exceeding in the whole for revenue services the sum of two hundred and five million one hundred and fifteen thousand two hundred pounds and for capital and betterment services the sum of seventy-one million nine hundred and one thousand seven hundred pounds.

Railway and
Harbour Fund
to be charged
with £277,016,900.

2. The moneys appropriated by this Act for revenue services shall be applied to the purposes set forth in the First Schedule hereto and more particularly specified in the Estimates of Expenditure [U.G. 5—1960] as approved by Parliament, and for capital and betterment services to the purposes set forth in the Second Schedule hereto and more particularly specified in the Estimates of Expenditure [U.G. 6—1960] as approved by Parliament, but no portion of the sum of four million eight hundred and fifty-five thousand seven hundred pounds contributed from the Betterment Fund specified in the Third Schedule shall be utilized for expenditure except for the purposes falling under heads numbered 2 to 9 inclusive in the said Second Schedule.

How moneys
to be applied.

3. With the approval of the Minister of Transport a saving on any of the heads set out in the First and Second Schedules to this Act may be made available for any excess of expenditure on any other head in the same Schedule: Provided that no excess shall be incurred on any sum appearing in column 2 of either of the said Schedules and that savings thereon shall not be available for any purpose other than that for which the money is hereby appropriated as indicated in those Schedules: Provided further that the amount appearing in column 3 of the Second Schedule may be made available for any services falling under heads numbered 2 to 8 inclusive in that Schedule.

Minister may
authorize
variations.

4. In the case of the service falling under Head No. 1 of the Second Schedule the total expenditure on any line under construction shall not exceed the amount prescribed by law as the maximum amount which may be expended thereon.

Lines under
construction.

5. Anything to the contrary notwithstanding in any law authorizing the construction and equipment of any line of railway mentioned in column 1 of the Fourth Schedule to this Act—

Increase or
decrease in
expenditure
on certain
authorized lines.

(a) the amount mentioned in column 3 of that Schedule opposite the name of any such line (being the amount prescribed by law as the maximum sum to be expended on that line) shall be increased to the sum set out in column 5 opposite such name;

(b) the amount mentioned in column 2 of that Schedule opposite the name of any such line (being the amount prescribed by law as the maximum sum to be expended on that line) shall be reduced to the sum set out in column 4 opposite such name.

6. The moneys appropriated by this Act for capital and betterment services shall be provided from the sources set out in the Third Schedule hereto.

Sources from
which moneys
appropriated
will be provided.

7. This Act shall be called the Railways and Harbours Short title.
Appropriation Act, 1960.

Eerste Bylae.

INKOMSTEDIENSTE.

Hoof No.	Hoof.	Kolom 1.	Kolom 2.
	SPoorweë.	£	£
	<i>Vervoerdienste—</i>		
1	Algemene koste	2,994,253	—
2	Onderhoud van spoorbaan en werke	15,417,850	—
3	Onderhoud van rollende materiaal	21,075,993	—
4	Treinloopkoste	29,539,916	—
5	Verkeerskoste	25,385,151	—
6	Superannuasie	5,135,000	—
7	Besteldiens	1,813,884	—
8	Waardevermindering	13,066,565	—
	<i>Hulpdiens—</i>		
9	Verversings- en beddediens ..	3,587,008	—
10	Publisiteit, boekwinkels, reklame en outomate	515,710	—
11	Graansuiers	381,193	—
12	Padvervoerdien	5,535,205	—
13	Toeristediens	615,074	—
	<i>Netto inkomsterekening—</i>		
14	Rente op kapitaal	—	27,931,919
15	Rente op superannuasie- en ander fondse	—	6,327,500
17	Diverse uitgawe	—	25,771,779
	HAWENS.		
	<i>Vervoerdienste—</i>		
18	Onderhoud van bate	1,409,672	—
19	Bedryfskoste	1,670,183	—
20	Algemene koste	195,355	—
21	Superannuasie	146,610	—
22	Waardevermindering	492,254	—
	<i>Hulpdiens—</i>		
23	Vuurtorings, bakens, klokke en seinstasies	225,408	—
	<i>Netto inkomsterekening—</i>		
24	Rente op kapitaal	—	1,426,943
25	Diverse uitgawe	—	856,575
	STOOMSKEPE.		
	<i>Vervoerdienste—</i>		
26	Eksplorasie en onderhoud ..	142,538	—
	<i>Netto inkomsterekening—</i>		
27	Diverse uitgawe	—	11,462
	LUGDIENS.		
	<i>Vervoerdienste—</i>		
28	Eksplorasie en onderhoud ..	9,771,326	—
	<i>Netto inkomsterekening—</i>		
29	Rente op kapitaal	—	574,773
30	Diverse uitgawe	—	572,901
	AANWENDINGSDIENSTE VAN NETTO INKOMSTE.		
31	Verbeteringsfonds	—	1,750,000
32	Tekort in pensioenfonds	—	25,200
33	Fonds ter uitkakeling van spooroor-gange	—	250,000
34	Spesiale bydrae tot vernuwingsfonds	—	500,000
	Totaal	£205,115,200	

Tweede Bylae.

KAPITAAL- EN VERBETERINGSDIENSTE.

Hoof No.	Hoof.	Kolom 1.	Kolom 2.	Kolom 3.
		£	£	£
1A	Aankoop van spoorlyn	—	1,350,000	—
1	Aanleg van spoorweë	—	4,251,077	—
2	Nuwe werke aan oop-gestelde lyne	36,666,155	—	—
3	Rollende materiaal	18,665,242	—	—
4	Padvervoerdien	260,709	—	—
5	Hawens	—	3,952,669	—
6	Stoomskepe	—	—	—
7	Lugdiens	—	5,188,348	—
8	Bedryfskapitaal	1,067,500	—	—
9	Onvoorsiene werke	—	—	500,000
	Totaal		£71,901,700	

SAMEVATTING.

Inkomstediens (Eerste Bylae)	£	205,115,200
Kapitaal- en verbeteringsdiens (Tweede Bylae)		71,901,700
		<u>£277,016,900</u>

First Schedule.

REVENUE SERVICES.

Head No.	Head.	Column 1.	Column 2.
	RAILWAYS.	£	£
	<i>Transportation Services—</i>		
1	General Charges	2,994,253	—
2	Maintenance of Permanent Way and Works	15,417,850	—
3	Maintenance of Rolling Stock	21,075,993	—
4	Running Expenses	29,539,916	—
5	Traffic Expenses	25,385,151	—
6	Superannuation	5,135,000	—
7	Cartage Services	1,813,884	—
8	Depreciation	13,066,565	—
	<i>Subsidiary Services—</i>		
9	Catering and Bedding Services	3,587,008	—
10	Publicity, Bookstalls, Advertising and Automatic Machines	515,710	—
11	Grain Elevators	381,193	—
12	Road Transport Service	5,535,205	—
13	Tourist Service	615,074	—
	<i>Net Revenue Account—</i>		
14	Interest on Capital	—	27,931,919
15	Interest on Superannuation and other Funds	—	6,327,500
17	Miscellaneous Expenditure	—	25,771,779
	HARBOURS.		
	<i>Transportation Services—</i>		
18	Maintenance of Assets	1,409,672	—
19	Operating Expenses	1,670,183	—
20	General Charges	195,355	—
21	Superannuation	146,610	—
22	Depreciation	492,254	—
	<i>Subsidiary Service—</i>		
23	Lighthouses, Beacons, Bells and Signal Stations	225,408	—
	<i>Net Revenue Account—</i>		
24	Interest on Capital	—	1,426,943
25	Miscellaneous Expenditure	—	856,575
	STEAMSHIPS.		
	<i>Transportation Services—</i>		
26	Working and Maintenance	142,538	—
	<i>Net Revenue Account—</i>		
27	Miscellaneous Expenditure	—	11,462
	AIRWAYS.		
	<i>Transportation Services—</i>		
28	Working and Maintenance	9,771,326	—
	<i>Net Revenue Account—</i>		
29	Interest on Capital	—	574,773
30	Miscellaneous Expenditure	—	572,901
	NET REVENUE APPROPRIATION ACCOUNT.		
31	Betterment Fund	—	1,750,000
32	Deficiency in Pension Fund	—	25,200
33	Level Crossings Elimination Fund	—	250,000
34	Special Contribution to Renewals Fund	—	500,000
	Total	£205,115,200	

Second Schedule.

CAPITAL AND BETTERMENT SERVICES.

Head No.	Head.	Column 1.	Column 2.	Column 3.
		£	£	£
1A	Purchase of Railway Line	—	1,350,000	—
1	Construction of Railways	—	4,251,077	—
2	New Works on Open Lines	36,666,155	—	—
3	Rolling Stock	18,665,242	—	—
4	Road Transport Service	260,709	—	—
5	Harbours	—	3,952,669	—
6	Steamships	—	—	—
7	Airways	—	5,188,348	—
8	Working Capital	1,067,500	—	—
9	Unforeseen Works	—	—	500,000
	Total		£71,901,700	

SUMMARY.

Revenue Services (First Schedule)	£ 205,115,200
Capital and Betterment Services (Second Schedule)	71,901,700
	<u>£277,016,900</u>

Derde Bylae.

BRONNE WAARUIT FONDSE VIR KAPITAAL- EN VERBETERINGSDIENSTE
VERSKAF SAL WORD.

	£
1. Leningsfondse	66,000,000
2. Lening van Suidwes-Afrika-Administrasie	200,000
3. Verbeteringsfonds	4,855,700
4. Fonds ter uitskakeling van spoorroorgange	247,000
5. Kapitaalkrediete	589,000
6. Invorderings van Munisipaliteite en ander bronne as bydraes tot die koste van verskillende werke	10,000
	<u>£71,901,700</u>

Vierde Bylae.

Kolom 1.	Kolom 2.	Kolom 3.	Kolom 4.	Kolom 5.
	£	£	£ s. d.	£
Kaapstad—Nyanga..	—	2,718,212	—	2,723,212
Angelo—Knights ..	271,700	—	256,707 16 2	—
Maitland— Observatory ..	93,500	—	93,243 19 3	—
Springs—Welgedag..	303,300	—	299,238 10 10	—
Vereeniging: Nuwe vermyspoor ..	59,800	—	59,290 3 0	—

Third Schedule.

SOURCES FROM WHICH FUNDS FOR CAPITAL AND BETTERMENT SERVICES
WILL BE PROVIDED.

	£
1. Loan Funds	66,000,000
2. Loan from South-West Africa Administration	200,000
3. Betterment Fund	4,855,700
4. Level Crossings Elimination Fund	247,000
5. Capital Credits	589,000
6. Recoveries from Municipalities and other sources as contributions towards the cost of various works	10,000
	<u>£71,901,700</u>

Fourth Schedule.

Column 1.	Column 2.	Column 3.	Column 4.	Column 5.
	£	£	£ s. d.	£
Cape Town—Nyanga	—	2,718,212	—	2,723,212
Angelo—Knights ..	271,700	—	256,707 16 2	—
Maitland—				
Observatory	93,500	—	93,243 19 3	—
Springs—Welgedag ..	303,300	—	299,238 10 10	—
Vereeniging: New				
avoiding line ..	59,800	—	59,290 3 0	—

No. 20, 1960.]

WET

Om 'n sekere ooreenkoms aangegaan tussen die Administrasie van die Suid-Afrikaanse Spoorweë en Hawens en die Rhodesiese Spoorweë te bekragtig en te bevestig, en om vir daarmee in verband staande aangeleenthede voorsiening te maak.

(Engelse teks deur die Goewerneur-generaal geteken.)
(Goedgekeur op 25 Maart 1960.)

DIT WORD BEPAAL deur Haar Majesteit die Koningin, die Senaat en die Volksraad van die Unie van Suid-Afrika, soos volg:—

Bekragtiging van
seke ooreenkoms.

1. Die Ooreenkoms aangegaan op die eerste dag van September 1959 tussen die Administrasie van die Suid-Afrikaanse Spoorweë en Hawens (hierna „die Administrasie” genoem) en die Rhodesiese Spoorweë, waarvan 'n vertaling in die Bylae by hierdie Wet opgeneem is, word hierby bekragtig en bevestig, en die Administrasie word hierby gemagtig om alle handelings te verrig wat nodig is om aan genoemde Ooreenkoms uitvoering te gee.

Hoe koopsom
bestry word.

2. Die koopsom in Klousule 2 van genoemde Ooreenkoms vermeld, word bestry uit 'n lening deur die Goewerneur-generaal kragtens wetlike magtiging aangegaan, en vir daardie doel deur die Parlement bewillig, of uit ander aldus bewilligde gelde.

Eiendomsreg op
onroerende goed
gaan op
Administrasie oor.

3. Die *dominium* in onroerende goed wat aan die Rhodesiese Spoorweë behoort en wat vermeld word in die omskrywing van die uitdrukking „die spoorweg” in Klousule 1 van genoemde Ooreenkoms vervat, hetsy sodanige goed kragtens geregistreerde titel besit word al dan nie en hetsy, indien dit aldus besit word, dit geregistreer is in die naam van die Rhodesiese Spoorweë of in die naam van 'n liggaam met regs persoonlikheid bekleed waarvan die Rhodesiese Spoorweë die regsopvolger ten opsigte van sodanige goed is, gaan op die eerste dag van April 1960 op die Administrasie oor, onderworpe aan alle voorwaardes en regte wat onmiddellik voor daardie datum regtens aan sodanige goed verbonde was of ten opsigte daarvan bestaan het.

Kort titel.

4. Hierdie Wet heet die Spoorwegaankoopwet, 1960.

Bylae.

VERTALING VAN MEMORANDUM VAN OOREENKOMS TUSSEN DIE ADMINISTRASIE VAN DIE SUID-AFRIKAANSE SPOORWEE EN HAWENS, VAN DIE EEN KANT, EN DIE RHODESIESE SPOORWEE, VAN DIE ANDER KANT.

MEMORANDUM VAN OOREENKOMS aangegaan op die eerste dag van September 1959 deur en tussen die RHODESIESE SPOORWEE, hierin verteenwoordig deur Sy Edele WILLIAM HIVES EASTWOOD in sy hoedanigheid van Hoër Gesag van die Rhodesiese Spoorweë (hierna die „Rhodesiese Spoorweë” genoem) van die een kant, en die ADMINISTRASIE VAN DIE SUID-AFRIKAANSE SPOORWEE EN HAWENS, hierin verteenwoordig deur Sy Edele BAREND JACOBUS SCHOEMAN in sy hoedanigheid van MINISTER VAN VERVOER van die Unie van Suid-Afrika (hierna die „Suid-Afrikaanse Spoorweë” genoem) van die ander kant.

GETUIG:

NADemaal die Rhodesiese Spoorweë die eienaars is van 'n sekere spoorlyn wat loop vanaf Vryburg in die Provinsie Kaap die Goeie Hoop (maar uitgesonderd Vryburg-stasie) tot by die grens tussen die Unie van Suid-Afrika en die Protektoraat Betsjoeanaland, welke spoorlyn die Rhodesiese Spoorweë bereid is om aan die Suid-Afrikaanse Spoorweë van die hand te sit;

EN NADemaal die Suid-Afrikaanse Spoorweë ingestem het om genoemde spoorlyn van die Rhodesiese Spoorweë te koop, op en onderworpe aan die bedinge en voorwaardes hierna vermeld;

DERHALWE GETUIG HIERDIE OOREENKOMS:

1. Vir die doeleindes van hierdie Ooreenkoms beteken en omvat die uitdrukking „die spoorweg”, die spoorlyn vanaf Vryburg in die Provinsie Kaap die Goeie Hoop (maar uitgesonderd Vryburg-stasie) tot by die grens tussen die Unie van Suid-Afrika en die Protektoraat Betsjoeanaland, tesame met—

No. 20, 1960.]

ACT

To ratify and confirm a certain agreement entered into between the South African Railways and Harbours Administration and the Rhodesia Railways, and to provide for matters incidental thereto.

(English text signed by the Governor-General.)
(Assented to 25th March, 1960.)

BE IT ENACTED by the Queen's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

1. The Agreement concluded on the first day of September, 1959, between the South African Railways and Harbours Administration (hereinafter called "the Administration") and the Rhodesia Railways, a copy whereof is set out in the Schedule to this Act, is hereby ratified and confirmed, and the Administration is hereby empowered to do all such things as may be necessary to give effect to the said Agreement. Ratification of certain agreement.

2. The purchase price mentioned in Clause 2 of the said Agreement shall be defrayed from any loan raised by the Governor-General under the authority of law and appropriated for that purpose by Parliament, or from any other moneys so appropriated. How purchase price to be defrayed.

3. The *dominium* in any immovable property belonging to the Rhodesia Railways which is referred to in the definition of the expression "the railway" contained in Clause 1 of the said Agreement, whether such property is held under registered title or not and whether, if so held, it is registered in the name of the Rhodesia Railways or in that of any body corporate of which the Rhodesia Railways is the legal successor in respect of such property, shall vest in the Administration on the first day of April, 1960, subject to all conditions and rights lawfully attached to or existing in respect of such property immediately prior to the said date. Vesting of immovable property in Administration.

4. This Act shall be called the Railway Purchase Act, 1960. Short title.

Schedule.

MEMORANDUM OF AGREEMENT BETWEEN THE SOUTH AFRICAN RAILWAYS AND HARBOURS ADMINISTRATION, OF THE ONE PART, AND THE RHODESIA RAILWAYS, OF THE OTHER PART.

MEMORANDUM OF AGREEMENT made and entered into on this first day of September, 1959, by and between the RHODESIA RAILWAYS, herein represented by The Honourable WILLIAM HIVES EASTWOOD in his capacity as the Rhodesia Railways Higher Authority (hereinafter referred to as the "Rhodesia Railways") of the one part, and the SOUTH AFRICAN RAILWAYS AND HARBOURS ADMINISTRATION, herein represented by The Honourable BAREND JACOBUS SCHOEMAN in his capacity as MINISTER OF TRANSPORT of the Union of South Africa (hereinafter referred to as the "South African Railways") of the other part.

WITNESSETH:

WHEREAS the Rhodesia Railways are the owners of a certain line of railway extending from Vryburg in the Province of the Cape of Good Hope (but excluding Vryburg station) to the border between the Union of South Africa and the Bechuanaland Protectorate, which line of railway the Rhodesia Railways are prepared to dispose of to the South African Railways;

AND WHEREAS the South African Railways have agreed to buy the said railway from the Rhodesia Railways upon and subject to the terms and conditions hereinafter set forth;

NOW THEREFORE, THESE PRESENTS WITNESS:

1. For the purposes of this agreement, the expression "the railway" shall be taken to mean and include the line of railway from Vryburg in the Province of the Cape of Good Hope (but excluding Vryburg station) to the border between the Union of South Africa and the Bechuanaland Protectorate, together with—

- (a) alle grond, geboue (met inbegrip van woonkwartiere), bouwerke, telegraaf- en telefoonlyne, spoorbaan en ander onroerende werke; en
- (b) alle roerende bates behalwe lokomotiewe, rollende materiaal, magasynvoorrade en spoorbaanmateriaal wat reeds vir herleggingsdoeleindes uitgedeel maar nog nie in die spoorbaan ingebou is nie,

wat daaraan toebehoor en tans in verband daarmee in gebruik is.

2. Onderworpe aan die hieropvolgende bepalinge van hierdie ooreenkoms onderneem die Rhodesiese Spoorweë hiermee om die spoorweg te verkoop en onderneem die Suid-Afrikaanse Spoorweë hiermee om dit te koop vir die som van eenmiljoen driehonderd-en-veftigduisend pond, Suid-Afrikaanse betaalmiddel.

3. Daar word ooreengekom dat die verkoop en koop van die spoorweg onderworpe is aan die sluiting van 'n nuwe bedryfsooreenkoms tussen die partye ingevolge waarvan die Suid-Afrikaanse Spoorweë die reg verleen moet word om die bedryf van die spoorlyn tussen die grens van die Unie en Malhalapye in die Protektoraat Betsjoeanaland namens die Rhodesiese Spoorweë te onderneem vir 'n tydperk van twintig jaar vanaf die datum van inwerkingtreding van bedoelde ooreenkoms. Ingeval so 'n nuwe bedryfsooreenkoms nie voor die eerste dag van Desember 1959 tussen die partye gesluit word nie, sal hierdie ooreenkoms verval en ophou om van krag te wees.

4. Daar word voorts erken en geboekstaaf dat die aankoop van die spoorweg deur die Suid-Afrikaanse Spoorweë daaraan onderhewig is dat genoemde Spoorweë die goedkeuring van die Parlement van die Unie daarvoor verkry, en dat die verkoop van die spoorweg deur die Rhodesiese Spoorweë daaraan onderhewig is dat genoemde Spoorweë die instemming van Haar Majesteit se Regering in die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland daartoe verkry, en daar word bygevoeg deur die partye ooreengekom dat ingeval die goedkeuring van die Parlement van die Unie vir die aankoop van die spoorweg en die instemming van genoemde Regering van die Verenigde Koninkryk tot die verkoop daarvan nie op of voor die eerste dag van April 1960 behoorlik verkry is nie, hierdie ooreenkoms sal verval en ophou om van krag te wees.

5. Indien die voorwaardes vermeld in Klousules 3 en 4 hiervan vervul word, word die koopsom in Klousule 2 genoem op die eerste dag van April 1960 aan die Rhodesiese Spoorweë betaal. Onderworpe aan die vervulling van die voorwaardes in Klousule 3 hiervan vermeld, onderneem die Suid-Afrikaanse Spoorweë nietemin om vanaf die eerste dag van Desember 1959 die spoorweg in besit te neem en dit vir sy eie rekening in bedryf te hou.

6. Die Rhodesiese Spoorweë onderneem om, wanneer die voorwaardes in Klousules 3 en 4 hiervan vervul en die koopsom betaal is, alle dokumente en aktes te onderteken en te verly en alle ander handelings te verrig wat nodig is om oordrag op naam van die Suid-Afrikaanse Spoorweë te bewerkstellig van enige onroerende goed wat deel van die spoorweg uitmaak en wat geregistreer is op naam van die Rhodesiese Spoorweë of van enige liggaam met regs persoonlikheid bekleë waarvan die Rhodesiese Spoorweë die regsopvolger ten opsigte van sodanige goed is: Met dien verstande dat alle koste en uitgawe in verband met sodanige oordrag deur die Suid-Afrikaanse Spoorweë bestry moet word.

7. Daar word uitdruklik ooreengekom dat die aankoop van die spoorweg deur die Suid-Afrikaanse Spoorweë ingevolge hierdie ooreenkoms op generlei wyse hoegenaamd nadelig sal inwerk op, of geag sal word afbreuk te doen aan, enige regte wat die Unieregering in sy Administrasie van Spoorweë en Hawens uit hoofde van een of ander bestaande ooreenkoms mag hê om die stuk spoorlyn vanaf die grens tussen die Unie van Suid-Afrika en die Protektoraat Betsjoeanaland, tot by Palapye in bedoelde Protektoraat, van die Rhodesiese Spoorweë te verkry nie.

AS BEWYS WAARVAN die partye hulle onderskeie handtekenings hieronder aangebring het.

Onderteken namens die Rhodesiese Spoorweë te Pretoria op hede die eerste dag van September 1959.

(Geteken) W. H. EASTWOOD.

Hoër Gesag van die Rhodesiese Spoorweë.

GETUIES:

1. (Geteken) A. H. STRACHAN.

2. (Geteken) J. W. S. PEGRUM.

Onderteken namens die Suid-Afrikaanse Spoorweë te Pretoria op hede die eerste dag van September 1959.

(Geteken) B. J. SCHOEMAN.

Minister van Vervoer.

GETUIES:

1. (Geteken) J. H. BOTHA.

2. (Geteken) D. H. C. DU PLESSIS.

- (a) all lands, buildings (including residential quarters), structures, telegraphs, telephones, permanent way and other immovable works; and
- (b) all movable assets other than engines, rolling stock, stores stock and permanent way material distributed for relaying purposes but not yet incorporated in the track,

appertaining thereto and at present in use in connection therewith.

2. Subject to the succeeding provisions of this agreement the Rhodesia Railways hereby agree to sell and the South African Railways hereby agree to buy the railway for the sum of one million three hundred and fifty thousand pounds South African currency.

3. It is agreed that the purchase and sale of the railway is subject to the conclusion of a new working agreement between the parties in terms whereof the South African Railways shall be granted the right to operate, on behalf of the Rhodesia Railways, the line of railway between the border of the Union and Mahalapye in the Bechuanaland Protectorate for a period of twenty years as from the date of coming into operation of such agreement. Should such a new working agreement not be concluded between the parties before the first day of December, 1959, this agreement shall lapse and cease to be of force and effect.

4. It is further recognized and recorded that the purchase of the railway by the South African Railways is subject to their obtaining the sanction of the Parliament of the Union, and that the sale of the railway by the Rhodesia Railways is subject to their obtaining the concurrence of Her Majesty's Government in the United Kingdom of Great Britain and Northern Ireland, and it is accordingly agreed between the parties that in the event of the sanction of the Parliament of the Union and the concurrence of the said Government of the United Kingdom to the purchase and sale of the railway as aforesaid not being duly obtained on or before the first day of April, 1960, this agreement shall lapse and cease to be of force and effect.

5. If the conditions stipulated in Clauses 3 and 4 hereof are fulfilled, the purchase price mentioned in Clause 2 hereof shall be paid to the Rhodesia Railways on the first day of April, 1960. The South African Railways shall nevertheless, subject to fulfilment of the conditions stipulated in Clause 3 hereof, take possession of the railway and operate the same for its own account as from the first day of December, 1959.

6. On fulfilment of the conditions stipulated in Clauses 3 and 4 hereof and on payment of the purchase price, the Rhodesia Railways undertake to sign and execute all such documents and deeds and to perform all such other acts as may be necessary for the purpose of effecting the transfer, into the name of the South African Railways, of any immovable property forming part of the railway, of which registered title is held by the Rhodesia Railways or any body corporate of which the Rhodesia Railways is the legal successor in respect of such property: Provided that all costs and expenses connected with such transfer shall be borne by the South African Railways.

7. It is specifically agreed that the purchase of the railway by the South African Railways in terms of this agreement shall in no way prejudice nor be deemed in any manner whatsoever to derogate from any rights which the Union Government in its Administration of Railways and Harbours may have, in terms of any existing agreement, to acquire from the Rhodesia Railways the section of railway from the border between the Union of South Africa and the Bechuanaland Protectorate, to Palapye in the said Protectorate.

IN WITNESS WHEREOF the parties hereto have hereunder set their respective signatures.

Signed on behalf of the Rhodesia Railways at Pretoria on this first day of September, 1959.

(Signed) W. H. EASTWOOD.
Rhodesia Railways Higher Authority.

WITNESSES:

- 1. (Signed) A. H. STRACHAN.
- 2. (Signed) J. W. S. PEGRUM.

Signed on behalf of the South African Railways at Pretoria on this first day of September, 1959.

(Signed) B. J. SCHOEMAN.
Minister of Transport.

WITNESSES:

- 1. (Signed) J. H. BOTHA.
- 2. (Signed) D. H. C. DU PLESSIS.

No. 21, 1960.]

WET

Om voorsiening te maak vir die aanleg en toerusting van 'n sekere spoorlyn, en vir aangeleenthede wat daarmee in verband staan.

(Afrikaanse teks deur die Goewerneur-generaal geteken.)
Goedgekeur op 25 Maart 1960.)

DIT WORD BEPAAL deur Haar Majesteit die Koningin, die Senaat en die Volksraad van die Unie van Suid-Afrika, as volg:—

Woordbepaling.

1. In hierdie Wet, tensy uit die samehang anders blyk—
 - (i) het „Administrasie” die betekenis wat aan daardie uitdrukking toegeskryf word in artikel een van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet No. 70 van 1957); (i)
 - (ii) beteken „eindpunt” die punt waar, volgens voorskrif van artikel twee, die spoorlyn wat deur daardie artikel gemagtig word en die Utrecht-spoorweg by mekaar sal aansluit; (ii)
 - (iii) beteken „Utrecht-spoorweg” die private taklyn tussen Utrecht in die provinsie Natal en die plek op die Administrasie se lyne wat as Utrecht-aansluiting bekend staan. (iii)

Aanleg en toerusting.

2. (1) Die Goewerneur-generaal kan, so spoedig na die inwerkingtreding van hierdie Wet as hy doenlik ag, 'n spoorlyn van 'n spoorwydte van drie voet ses duim en ongeveer drie myl en tweeduisend sewehonderd-en-tien voet lank, van Newcastle-stasie in die provinsie Natal tot by 'n punt op die Utrecht-spoorweg laat aanlê en toerus teen 'n bruto koste van hoogstens veertigduisend eenhonderd agt-en-sestig pond.

(2) Die bevoegdheid deur hierdie artikel verleen, sluit in bevoegdhede om alle sylyne, stasies, geboue en ander toebehore wat vir die behoorlike eksploitasie van bedoelde spoorlyn nodig is of daarmee in verband staan, aan te lê en toe te rus.

(3) Die uitdrukking „aanlê en toerus” omvat „in stand hou” onderwyl die lyn aangelê en toegerus word.

Koste van aanleg en toerusting.

3. Die deur artikel twee gemagtigde koste van die aanleg en toerusting word bestry uit 'n lening deur die Goewerneur-generaal kragtens wetlike magtiging aangegaan en vir daardie doel deur die Parlement bewillig, of uit ander aldus bewilligde gelde.

Magtiging van uitgawe wat reeds beloop is.

4. Alle uitgawe wat voor die inwerkingtreding van hierdie Wet beloop is in verband met die aanleg en toerusting van die spoorlyn wat deur artikel twee gemagtig word, word geag kragtens magtiging van hierdie Wet beloop te gewees het.

Gedeelte van gemagtigde lyn gaan op eienaars van die Utrecht-spoorweg oor.

5. As teenprestasie daarvoor dat die eienaars van die Utrecht-spoorweg ingestem het om die Administrasie toe te laat om daardie gedeelte van bedoelde spoorweg wat tussen die eindpunt en die bestaande Utrecht-aansluiting lê, te sluit en op te breek en om die spoorbaanmateriaal wat daaruit verwyder word, te behou, word hierby verklaar dat, by voltooiing van die spoorlyn deur artikel twee gemagtig, 'n gedeelte daarvan ongeveer tweeduisend negeehonderd ses-en-twintig voet lank, gemeet vanaf die eindpunt, op genoemde eienaars oorgaan sonder verpligting aan hul kant om die Administrasie daarvoor te vergoed, en bedoelde gedeelte word vir alle doeleindes geag deel van die Utrecht-spoorweg uit te maak.

Kort titel.

6. Hierdie Wet heet die Spoorwegaanlegwet, 1960.

No. 21, 1960.]

ACT

To provide for the construction and equipment of a certain line of railway, and for matters incidental thereto.

(Afrikaans text signed by the Governor-General.)
(Assented to 25th March, 1960.)

BE IT ENACTED by the Queen's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

1. In this Act, unless the context otherwise indicates—

Definitions.

- (i) "Administration" has the meaning assigned to that expression in section *one* of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957); (i)
- (ii) "terminating point" means the point where, in terms of section *two*, the line of railway authorized by that section and the Utrecht railway will meet; (ii)
- (iii) "Utrecht railway" means the private branch line between Utrecht in the province of Natal and the place known as Utrecht Junction on the Administration's lines. (iii)

2. (1) The Governor-General may, as soon after the commencement of this Act as to him may seem expedient, cause to be constructed and equipped, upon a gauge of three feet six inches, a line of railway approximately three miles and two thousand seven hundred and ten feet in length from Newcastle station in the province of Natal to a point on the Utrecht railway, at a gross cost not exceeding forty thousand one hundred and sixty-eight pounds.

Construction and equipment.

(2) The powers by this section conferred shall include powers to construct and equip all sidings, stations, buildings and other appurtenances necessary for or incidental to the proper working of the said line of railway.

(3) The expression "construct and equip" shall include "maintain" while the line is in the course of construction and equipment.

3. The cost of the construction and equipment authorized by section *two* shall be defrayed out of any loan raised by the Governor-General under the authority of law and appropriated for that purpose by Parliament, or out of any other moneys so appropriated.

Cost of construction and equipment.

4. Any expenditure incurred prior to the commencement of this Act in connection with the construction and equipment of the line of railway authorized by section *two*, shall be deemed to have been incurred under the authority of this Act.

Authorization of expenditure already incurred.

5. In consideration of the owners of the Utrecht railway having agreed to allow the Administration to close and demolish that portion of the said railway lying between the terminating point and the existing Utrecht Junction, and to retain the permanent way material removed therefrom, it is hereby declared that, upon completion of the line of railway authorized by section *two*, a portion of it approximately two thousand nine hundred and twenty-six feet in length, measured from the terminating point, shall vest in the said owners without any liability on their part to compensate the Administration therefor, and the said portion shall for all purposes be deemed to form part of the Utrecht railway.

Portion of authorized line to vest in owners of Utrecht railway.

6. This Act shall be called the Railway Construction Act, 1960. Short title.

No. 29, 1960.]

WET**Tot wysiging van die „Zegelwet, 1911”.***(Afrikaanse teks deur die Goewerneur-generaal geteken.)
(Goedgekeur op 28 Maart 1960.)***DIT WORD BEPAAL** deur Haar Majesteit die Koningin, die Senaat en die Volksraad van die Unie van Suid-Afrika, soos volg:—

Wysiging van Item 10 van Tweede Bylae by Wet 30 van 1911, soos by artikel 3 van Wet 24 van 1944 vervang en by artikel 4 van Wet 20 van 1945 en artikel 11 van Wet 32 van 1948 gewysig.

1. Item 10 van die Tweede Bylae by die „Zegelwet, 1911” (hieronder die Hoofwet genoem), word hierby gewysig deur aan die end van paragraaf (b) van die vrystellings die woorde „of van handelseffekten uitgegeven door een plaatselik bestuur, de Rand Waterraad, de Elektrisiteitsvoorziening Kommissie, de Land en Landbouw Bank van Zuid-Afrika of een „Streek-watervoorsieningskorporasie” krachtens artikel zeven van de „Ordonnansie op Watervoorsiening, 1945” (Ordonantie No. 21 van 1945) van Natal gesticht” by te voeg.

Wysiging van Item 16 van Tweede Bylae by Wet 30 van 1911, soos by artikel 1 van Wet 31 van 1921 vervang, en by artikel 4 van Wet 24 van 1944, artikel 5 van Wet 20 van 1945, artikel 2 van Wet 30 van 1946, artikel 10 van Wet 59 van 1956 en artikel 9 van Wet 37 van 1958 gewysig.

2. Item 16 van die Tweede Bylae by die Hoofwet word hierby gewysig deur na die woorde „plaatselik bestuur” die woorde „de Rand Waterraad, de Elektrisiteitsvoorziening Kommissie, de Land en Landbouw Bank van Zuid-Afrika, een „Streek-watervoorsieningskorporasie” krachtens artikel zeven van de „Ordonnansie op Watervoorsiening, 1945” (Ordonantie No. 21 van 1945) van Natal gesticht,” in te voeg.

Wysiging van Item 24 van Tweede Bylae by Wet 30 van 1911, soos by artikel 2 van Wet 51 van 1952 gewysig.

3. Item 24 van die Tweede Bylae by die Hoofwet word hierby gewysig deur sub-item (2) deur die volgende sub-item te vervang:

	£	s.	d.
„(2) Wanneer die waarde of vergoeding meer is dan £3,500	8	15	0
en voor elke £10 of deel ervan van de waarde of vergoeding boven £3,500 ..	0	1	6”.

Kort titel en inwerking-treding.

4. Hierdie Wet heet die Wysigingswet op Seëlregte, 1960, en word geag in werking te getree het, wat betref soveel van artikel twee as wat op die Randwaterraad betrekking het, op die eerste dag van Julie 1911, en in alle ander opsigte, op die tweede dag van Maart 1960.

No. 29, 1960.]

ACT

To amend the Stamp Duties and Fees Act, 1911.

(Afrikaans text signed by the Governor-General.)

(Assented to 28th March, 1960.)

BE IT ENACTED by the Queen's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

1. Item 10 of the Second Schedule to the Stamp Duties and Fees Act, 1911 (hereinafter referred to as the principal Act), is hereby amended by the addition at the end of paragraph (b) of the exemptions of the words "or of any marketable security issued by any local authority, the Rand Water Board, the Electricity Supply Commission, the Land and Agricultural Bank of South Africa or a Regional Water Supply Corporation constituted under section seven of the Water Supply Ordinance, 1945 (Ordinance No. 21 of 1945) of Natal".

Amendment of Item 10 of Second Schedule to Act 30 of 1911, as substituted by section 3 of Act 24 of 1944 and amended by section 4 of Act 20 of 1945 and section 11 of Act 32 of 1948.

2. Item 16 of the Second Schedule to the principal Act is hereby amended by the insertion after the words "local authority" of the words "the Rand Water Board, the Electricity Supply Commission, the Land and Agricultural Bank of South Africa, a Regional Water Supply Corporation constituted under section seven of the Water Supply Ordinance, 1945 (Ordinance No. 21 of 1945) of Natal".

Amendment of Item 16 of Second Schedule to Act 30 of 1911, as substituted by section 1 of Act 31 of 1921 and amended by section 4 of Act 24 of 1944, section 5 of Act 20 of 1945, section 2 of Act 30 of 1946, section 10 of Act 59 of 1956 and section 9 of Act 37 of 1958.

3. Item 24 of the Second Schedule to the principal Act is hereby amended by the substitution for sub-item (2) of the following sub-item:

	£	s.	d.	
"(2) Where the value or consideration exceeds				Amendment of Item 24 of Second Schedule to Act 30 of 1911, as amended by section 2 of Act 51 of 1952.
£3,500	8	15	0	
and for every £10 or part thereof of the				
value or consideration in excess of £3,500	0	1	6"	

4. This Act shall be called the Stamp Duties and Fees Amendment Act, 1960, and shall be deemed to have come into operation, as regards so much of section two as relates to the Rand Water Board, on the first day of July, 1911, and in all other respects, on the second day of March, 1960.

Short title and commencement.