

No. XIII.

CLARENCE RIVER
IMPROVEMENTS.An Act to sanction the carrying out of certain
Improvements to the Entrance of the
Clarence River. [25th September, 1890.]

Preamble.

WHEREAS, pursuant to the "Public Works Act of 1888," a certain proposed Public Work, namely:—"Certain works to complete the Improvements to the Entrance of the Clarence River, as per plans of Sir John Coode," was, on the twenty-third day of July, in the year one thousand eight hundred and eighty-eight, duly submitted and explained by the Secretary for Public Works in the Legislative Assembly, and such work was thereupon referred, on the motion of the said Minister, to the Parliamentary Standing Committee on Public Works, which Committee reported thereon to the said Assembly pursuant to the said Act; And whereas on the eighteenth day of June, in the year one thousand eight hundred and ninety, the said Assembly by resolution declared "that it is expedient that the improvements to the entrance of the Clarence River as referred by the Legislative Assembly to the Parliamentary Standing Committee on Public Works, with such of the modifications recommended by the said Committee as this House may hereafter determine"; And the said resolution was notified in the *Gazette* on the twentieth day of June, in the said year; 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:—

Short title.

1. This Act may be cited as the "Entrance to Clarence River Improvements Act of 1890," and shall be read with the "Public Works Act of 1888."

Work to be carried out.

2. The Public Work more particularly described in the Schedule to this Act shall be carried out by the Secretary for Public Works, or the Member of the Executive Council for the time being charged with the duties of the said Minister. And such Minister or Member shall for the purposes of this Act and the "Public Works Act of 1888" be deemed and taken to be the "Constructing Authority" authorized to enter into contracts, and to exercise all powers, do all acts and things, and be responsible in respect of all obligations and liabilities which can be done or incurred by a "Constructing Authority" under or pursuant to this Act or the said Public Works Act, so far as may be necessary for the carrying out of the work hereby sanctioned. The plan of such work hereinafter referred to is the plan marked "Entrance to Clarence River Improvements," signed by the Secretary for Public Works, and countersigned by the Engineer-in-Chief for Harbours and Rivers, and deposited in the office of the Secretary for Public Works.

Cost, how to be defrayed.

3. The cost of carrying out the work hereby sanctioned, estimated at the sum of two hundred and fifty-four thousand three hundred pounds, shall be defrayed from such Loan Votes as are now or may hereafter be applicable thereto.

Cootamundra to Temora Railway.

SCHEDULE.

Improvements to the Entrance of the Clarence River, parishes of Nanegai and Yamba, county of Clarence.

1. The removal of the rocky reef extending across the entrance to the Clarence River to a depth sufficient to give eighteen feet of water at low water ordinary spring tides, the part to be removed being indicated by cross lines on plan.

2. The construction of a training bank on the southern side of the entrance to the Clarence River, commencing about the middle of the eastern side of Freeburn Island, and following a slightly curved line bearing southward and eastward, its eastern extreme being about four hundred and fifty feet to the westward of the black buoy marking the southern slope of the rocky reef. The easternmost one thousand two hundred feet of the said bank to be in an east and west line, which, if produced, will pass along the south breakwater. Total length of the said training bank is to be twelve thousand two hundred feet; and is marked "Low South Training Bank" on plan.

3. The construction of a training bank on the northern side of the entrance to the Clarence River, commencing at a point bearing southerly, and distant about one thousand four hundred feet from the intersection of the northern side of Queen-street with the western side of Iluka-street, at Iluka, and bearing thence in a curved line southerly and easterly a distance of three thousand two hundred feet, the end of the curve terminating in an east and west line passing through the eastern extremity of the north breakwater, and marked "North Training Bank" on plan.

4. The construction of a training bank at the confluence of the north arm and the Clarence River, commencing on the south-western side of Goodwood Island, at a point about two thousand six hundred feet north-westerly from its south-eastern extremity, and formed thence in a south-easterly direction for a length of six thousand eight hundred feet, and marked "Low Training Bank" on plan.

5. The construction of a protecting bank on the northern side of the entrance to the Clarence River, commencing at a point on the shore line where a prolongation in a north-westerly direction of the north-eastern side of Long-street, Iluka, would intersect the said shore line, and formed thence in a south-easterly direction along the south-western side of Queen-street until connection is made with hereinbefore described north training bank, being a distance of seven thousand feet, and marked "Protecting Bank" on plan.