

No. XXI.

An Act to sanction the construction of a line of Railway to connect the North Shore Railway with the deep waters of Port Jackson at Milson's Point. [26th Novem- ber, 1890.]

MILSON'S POINT
EXTENSION
RAILWAY.
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WHEREAS, pursuant to the "Public Works Act of 1888," a Preamble, certain proposed Public Work, namely, "a line of Railway to connect the North Shore Railway with the deep waters of Port Jackson at Milson's Point," was, on the first day of August, in the year one thousand eight hundred and eighty-nine, 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 to the said Assembly on the nineteenth day of December in the said year, that it was not expedient to construct the said railway. And whereas on the ninth day of May, in the year one thousand eight hundred and ninety, the said Assembly by resolution, pursuant to the said Act, declared "that it is expedient that the Report of the Parliamentary Standing Committee on Public Works upon a proposed line of railway to connect the North Shore Railway with the deep waters of Port Jackson at Milson's Point be remitted to the said Committee for its further consideration and report": And whereas on the said ninth day of May, in the said year, the said Report was so remitted to the said Committee pursuant to such last-mentioned resolution. And whereas the said Committee after further consideration reported to the said Assembly on the twenty-seventh day of August in the said year, that it is expedient "that the said line of railway to connect the North Shore Railway with the deep waters of Port Jackson at Milson's Point should be 'constructed'": And whereas on the eleventh day of September, in the said year, the said Assembly by resolution

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resolution declared "that it is expedient that a line of railway to connect the North Shore Railway with the deep waters of Port Jackson at Milson's Point, as referred by the Legislative Assembly to the Parliamentary Standing Committee on Public Works, be carried out": And the said resolution was notified in the *Gazette* on the twelfth day of September, 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 "Milson's Point Extension Railway 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 "Extension of North Shore Railway to Milson's Point," signed by the Secretary for Public Works, and countersigned by the Acting Engineer-in-Chief for Railways, and deposited in the office of the said Secretary for Public Works.

Cost, how to be defrayed.

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

SCHEDULE.*Extension of North Shore Railway to Milson's Point.*

The line commences at the terminal station of the Hornsby to St. Leonards Railway; thence passing under Edwards' Road, Bay Road, over Carr-street and Bay-street, under Mitchell-street, and skirting Berry's Bay; thence north-easterly by tunnel under Blue's Point Road and George-street to the head of Lavender Bay; thence following the eastern shore of that bay and terminating at Milson's Point,—as shown in plan herein-before referred to, the said line to be constructed on a maximum grade of one in fifty.