

Act No. 63, 1900.

An Act to sanction the construction of an electric tramway from Belmore Park through Castlereagh, Bligh, and Loftus Streets to Fort Macquarie, returning through Pitt-street, and certain works in connection therewith ; and for other purposes. [5th December, 1900.]

ELECTRIC TRAMWAY
BELMORE PARK TO
FORT MACQUARIE.

WHEREAS, in accordance with the provisions of the Public Works Preamble. Act, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of a single line of Electric Tramway from Belmore Park through Castlereagh, Bligh, and Loftus streets to Fort Macquarie, returning through Pitt-

Electric Tramway (Belmore Park to Fort Macquarie).

Pitt-street, Sydney: And whereas on the passing of the said resolution a statutory duty was by the said Act imposed on the Secretary for Public Works to introduce a Bill into the said Assembly to sanction the carrying out of the said work: 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 "Electric Tramway (Belmore Park to Fort Macquarie) Act, 1900."

Work sanctioned.

2. The carrying out of the work described in the Schedule to this Act is hereby sanctioned; and the Secretary for Public Works, or the Member of the Executive Council for the time being performing the duties of the said Secretary, is hereby authorised to undertake and carry out the said work, subject to the provisions of this Act, and for that purpose shall be, and shall have the powers and duties of, a Constructing Authority within the meaning of the Public Works Act, 1900.

Plan of work.

3. The plan of the said work is the plan marked "Electric Tramway, Belmore Park to Fort Macquarie," signed by the Secretary for Public Works and countersigned by the Engineer-in-Chief for Railway Construction, and deposited in the public office of the said Secretary.

Cost, how to be defrayed.

4. The cost of carrying out the said work, estimated at one hundred and nineteen thousand one hundred pounds, may be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

SCHEDULE.

Belmore Park to Fort Macquarie Electric Tramway.

This line branches off the existing tramway in Belmore Park, and runs with a single track along Castlereagh-street, Bligh-street, Bent-street, and Loftus-street to Circular Quay, returning *via* Alfred-street, Pitt-street, and connecting with the existing line in Pitt-street, near Gipps-street.

From the foot of Loftus-street, a tramway with a double track is carried along the Circular Quay to Fort Macquarie, and a car-shed is erected at Fort Macquarie.