

## Act No. 26, 1908.

### THE SPIT TO MANLY ELECTRIC TRAMWAY. — An Act to sanction the construction of an electric tramway from The Spit to Manly ; and for other purposes. [21st December, 1908.]

#### Preamble.

WHEREAS in accordance with the provisions of the Public Works Act, 1900, the Legislative Assembly did, by resolution, declare that it was expedient to carry out a certain work, namely, the construction of an electric tramway from The Spit to Manly : 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 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 Spit to Manly Electric Tramway Act, 1908."

#### Work sanctioned.

2. The carrying out the said work (more particularly 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

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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.

**3.** The plan of the said work is the plan marked "The Spit to <sup>Plan of work.</sup> Manly Tramway," signed by the Secretary for Public Works and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Secretary.

**4.** The cost of carrying out the said work, estimated at thirty-six thousand three hundred and fifty-four pounds (which includes the cost of electric power, feeders, and rolling stock, but excludes the cost of resumptions) shall be defrayed from such Loan Votes as are now or may hereafter be applicable to that purpose, or from appropriations of the Public Works Fund or partly from such votes and partly from the said appropriations, and shall not under any circumstances exceed the estimated cost by more than ten per centum.

## SCHEDULE.

THIS line commences at the jetty on the eastern side of The Spit, and proceeds easterly for about 7 chains along Sydney-road, and ascends for about 50 chains through private property, the first 20 chains of which it takes a course generally parallel to the eastern and south-eastern boundaries of that road, which it re-enters at about 70 chains and follows for 55 chains to Electra-street; thence it proceeds along that street to Balgowlah-road, along that road to Middle Harbour road, along that road to Sebastopol-street; here the descent to Manly is commenced, and a short detour for a few chains through private property is made; Sebastopol-street is then regained and followed to James-street; here the line curves northerly, enters Ivanhoe Park and runs parallel to its western boundary, and also to part of its northern boundary, to a point opposite to Kangaroo-street; here the line enters and follows Raglan-street to the Steyne, where it ends by a junction with the existing tramway from Manly to Curl Curl,—being a distance of 3 miles 1 chain 45 links, and subject to such deviations and modifications as may be considered desirable by the Constructing Authority.