

No. IV.

KIAMA TO NOWRA
RAILWAY.

An Act to sanction the construction of a line of Railway from Kiama to Nowra. [12th August, 1890.]

Preamble.

WHEREAS, pursuant to the "Public Works Act of 1888," a certain proposed Public Work, namely, "a line of Railway from Kiama to Nowra," 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 thereon to the said Assembly pursuant to the said Act: And whereas on the twelfth day of June, in the year one thousand eight hundred and ninety, the said Assembly by resolution declared "that it is expedient that a line of Railway from Kiama to Nowra 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 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 "Kiama to Nowra 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

Molong to Parkes and Forbes Railway.

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 "Kiama to Nowra Railway," 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.

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

SCHEDULE.

This extension of the South Coast Railway commences at the end of contract number four of the Illawarra Railway, at sixty-nine miles seventy-nine chains, near the Cemetery north of Kiama; thence into Kiama to the junction of Minumurra and Collins Streets; thence in a south-easterly direction to a point one hundred and fifty links distant from Kiama Bay, crossing Shoalhaven and Teralong Streets, and passing between the Scotch Church and Municipal Chambers; thence passing between, and parallel to, Manning and Shoalhaven Streets, crossing Noorina and Barney streets; thence along the western side of the South Coast Road, which it crosses at seventy-one miles fifty-eight chains; thence in a southerly direction, skirting the coast for one and a-half mile, crossing the main South Coast Road at seventy-five miles thirty-two chains, passing by the village of Gerringong, at seventy-six miles forty-six chains, and distant about forty chains from the centre of the village, crossing the Nowra Road at seventy-six miles sixty-two chains; thence in a south-westerly direction along the flats at the head of Crooked River, crossing a spur of the Main Coast Range at seventy-nine miles twenty-six chains; thence across a saddle of the Cooalongatta Range, to the valleys of the Broughton and Broughton Mill Creeks, which creeks will be crossed by a series of timber openings from eighty-three miles thirty-six chains to eighty-four miles; thence crossing the Berry and Cooalongatta Road about ten chains to the east of the township of Berry; thence on the eastern side of the Main South Coast Road, distant therefrom ten to thirty chains, to the Bomaderry Village, crossing the Bomaderry Creek at ninety-two miles twenty-five chains, and on to the Shoalhaven River, the north bank of which is reached at ninety-two miles forty-five chains, as shown on plan hereinbefore referred to and subject to such deviations and modifications as may be considered desirable by the "Constructing Authority."