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VICTORIÆ REGINÆ.

A.D. 1881.

No. 229.

An Act to authorise the Removal of a Swing-bridge
at present across the Creek at Port Adelaide,
and the Construction of another Swing-bridge
in lieu thereof, and for other purposes.

Title.

[Assented to, November 18th, 1881.]

WHEREAS the South Australian Company has erected a Swing-
bridge across portion of the public Creek at Port Adelaide,
and doubts have arisen as to the legality of such erection: And where-
as, to settle such doubts, and to give greater facilities of access to
persons and Companies owning wharves on and to ships navigating
the said Creek, it has been deemed expedient that the said bridge
be removed and a new bridge erected in lieu thereof—Be it there-
fore Enacted by the Governor of the Province of South Aus-
tralia, with the advice and consent of the Legislative Council and
House of Assembly of the said province in this present Parlia-
ment assembled, as follows:

Preamble.

1. The Commissioner of Public Works shall forthwith, after the
passing of this Act, cause the bridge heretofore erected across that
portion of the public creek at Port Adelaide, shown in the plan
deposited at the office of the Surveyor-General, at Adelaide, to be
removed, and a new bridge erected in lieu thereof, and upon such
removal the material so removed shall become the property of the
Government.

Power to erect bridge

2. Such bridge shall be of the dimensions and erected on the site
shown in the plan thereof, deposited in the said office of the
Surveyor

Dimensions of bridge

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Surveyor-General, dated fourteenth of November, one thousand eight hundred and eighty-one, according to the specification, also deposited in the said office, and bearing the same date.

Bridge under control
of Marine Board.

3. Such bridge shall, when erected, be and continue the property of Her Majesty, Her heirs and successors, and shall be under the control of the Marine Board, who may make such regulations as may be necessary for fixing the time for the opening and closing, and generally for the management thereof.

Exchange of land.

4. For the purpose of forming a convenient road to the said bridge, that portion of the land at Port Adelaide, the property of the said South Australian Company, as shown in the said plan, and more particularly defined in the Schedule No. 1 hereto, is hereby declared a public road within the meaning of Act No. 17 of 1852, and "The Municipal Corporations Act, 1880:" And that portion of the land the property of the South Australian Company, as shown on the said plan, and more particularly defined in Schedule No. 2, is hereby vested in Her Majesty: And that portion of the land the property of the South Australian Company, as shown on the said plan, and more particularly defined in Schedule No. 4, is hereby declared to be the site for a public landing stair, and vested in the Corporation of Port Adelaide: And in exchange therefor that piece of land shown on the said plan, and more particularly defined in the Schedule No. 3 hereto, is hereby vested in the said Company in fee simple: And that piece of land on the said plan, and more particularly defined in the Schedule No. 5 hereto, is hereby declared to be a public road within the meaning of Act No. 17 of 1852 and "The Municipal Corporations Act, 1880."

Payment.

5. Within three months of the date of the contract for the construction of the said bridge the incorporated Companies, known as the Port Adelaide Dock Company, Limited, the said South Australian Company, and the Commercial Wharf Company, Limited, shall, if the total amount of such tender shall not exceed Twelve Thousand Pounds, jointly pay to the Treasurer of the said province two-thirds of the amount thereof, and should such tender exceed Twelve Thousand Pounds, the said companies shall then pay to the Treasurer the sum of Eight Thousand Pounds.

In the name and on behalf of Her Majesty, I hereby assent to this Bill.

WM. F. DRUMMOND JERVOIS, Governor.

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SCHEDULES.

SCHEDULE No. 1.

Starting from a point 40 feet south of the wharf frontage, and in a line with the eastern boundary of Todd-street; thence continuing the said line for a distance of 144 feet; thence in a north-easterly direction for a distance of 203 feet to the face of the south abutment of the proposed bridge; thence following the face of the said abutment in a westerly direction for a distance of 40 feet; thence in a south-westerly direction for a distance of 24 feet; thence southerly for a distance of 20 feet; thence westerly for a distance of 14 feet, thence south-westerly for a distance of 23 feet; and thence westerly for a distance of 20 feet to the point of commencement.

SCHEDULE No. 2.

Starting from a point in the northern wharf frontage in a line with the western boundary of Fussell-street; thence in a southerly direction for a distance of 42 feet; thence easterly for a distance of 122 feet; thence north-easterly for a distance of 9 feet to the intersection with the line of water-way; thence northerly for a distance of 56 feet to the intersection with the wharf frontage; thence westerly along the said wharf frontage for a distance of 58 feet; thence south-westerly for a distance of 9 feet; thence westerly for a distance of 8 feet; thence northerly for a distance of 18 feet; thence westerly, following the curve at the back of the recess for the proposed bridge to the wharf frontage; and thence westerly along the said wharf frontage for a distance of 4 feet, to the point of commencement.

SCHEDULE No. 3.

Starting from a point in the wharf frontage and in a line with the western boundary of Todd-street; thence running in a southerly direction along the western boundary of the said street for a distance of 40 feet; thence easterly for a distance of 99 feet to the intersection with the eastern boundary of Todd-street; thence northerly and following the eastern boundary of the said street for a distance of 40 feet, to the intersection with the wharf frontage; and thence westerly along the said wharf frontage for a distance of 99 feet, to the point of commencement.

SCHEDULE No. 4.

Starting from a point in the wharf frontage 30 feet in an easterly direction from the north-east corner of portion No. 3; thence in a southerly direction for a distance of 20 feet; thence easterly for a distance of 14 feet; thence northerly for a distance of 20 feet to the intersection of the wharf frontage; and thence following the wharf frontage in a westerly direction for a distance of 14 feet, to the point of commencement. Site for landing stairs.

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SCHEDULE No. 5.

Starting from a point in the northern wharf frontage in a line with the western boundary of Fussell-street; thence in a northerly direction, and following the line of the western boundary of the said street for a distance of 70 feet; thence easterly for a distance of 82 feet 6 inches to a point 30 feet south of the south-east corner of Fussell street; thence south-westerly for a distance of 56 feet; thence following the curve at the back of the recess for the proposed bridge to the intersection with the wharf frontage; and thence westerly along the said wharf frontage for a distance of 4 feet, to the point of commencement.