

PORT MORESBY TO RONA RAILWAY ORDINANCE, 1914.⁽¹⁾

No. 15 of 1914.

An Ordinance to provide for the Construction of a Railway from Port Moresby to Rona the Approp- riation and Provision of Money therefor and for other purposes in connection with such Railway.

BE it enacted by the Lieutenant-Governor of the Territory of Papua with the advice and consent of the Legislative Council thereof as follows:—

1. This Ordinance may be cited as the *Port Moresby to Rona Railway Ordinance, 1914.*⁽¹⁾ Short title.

2. In this Ordinance unless the contrary intention appears— Interpretation.
 - “Director” means any officer appointed by the Lieutenant-Governor⁽²⁾ to be Director of Railways and until such an appointment is made means the Director of Works for the time being.
 - “The Railway” means the railway authorized by this Ordinance.

3. The Director may subject to this Ordinance and to the *Railway Ordinance, 1914*, construct and maintain a railway from Port Moresby to Rona in the Territory. Power to construct.
Cf. Cwlth. No. 7 of 1911, s. 3.

4. The route of the railway shall be as described in the schedule to this Ordinance. Route.
Cf. Cwlth. *Ib.* s. 4.

5. The gauge of the railway shall be two feet. Gauge.
Cf. Cwlth. *Ib.* s. 5.

6. Any lands may be acquired for the purposes of the railway under the provisions of the *Lands Acquisition Ordinance, 1914*, and the value of any lands acquired by compulsory process under that Ordinance and for which compensation is payable shall be assessed according to the value of the lands on the first day of January One thousand nine hundred and fourteen. Acquisition of lands.
Cf. Cwlth. *Ib.* s. 19.

(1) Particulars of this Ordinance are as follows:—

Date of assent by Lieut.-Gov.	Date notified in Papua <i>Govt. Gaz.</i> as not disallowed by Gov. Gen. in Council.	Date on which came into operation.
19. 8. 1914	7. 4. 1915	19. 8. 1914 (<i>Statute Law of Papua, 1888 to 1916, Vol. III, p. 937</i>)

(2) See Section 19(2) of the *Ordinance Interpretation Ordinance, 1911-1940.*

RAILWAYS AND TRAMWAYS—

Use of railway before it is open for traffic.

Cf. Cwth. No. 7 of 1911, s. 13.

7. The Director may use or permit any part of the railway to be used for the carriage of passengers and goods before it has been declared open for traffic but in that case all passengers shall be carried at their own risk and all goods shall be carried at the risk of the owners thereof and the Government and the Director shall incur no responsibility for any injury or damage to any such passenger or goods.

How cost of construction to be paid.

Cf. Cwth. *Ib.* s. 20.

8. All moneys necessary for the construction of the railway up to and including the time of the opening of the railway for traffic shall be payable out of the Public Revenue Account according to appropriations made by the Legislative Council for that purpose or out of moneys advanced by the Commonwealth of Australia for the construction cost of the railway.

Section 4.

THE SCHEDULE.

Commencing at a point (being the Western terminus of the railway) on Ela Beach Road about three chains Westerly of Musgrave Street Township of Granville West; thence in an Easterly South-Easterly and North-Easterly direction skirting the Northern shore of Walter Bay; thence North-Easterly Easterly and North-Westerly to the North-Eastern boundary of Portion 4, Badili; thence Easterly along the coast range to the Saddle at the "3 Mile"; thence North-Easterly Nor'-Nor'-Westerly again North-Easterly and Northerly to the Southern boundary of the Racecourse; thence North by East to the Northern boundary of the Racecourse; thence North by East Easterly and North-Easterly through the Town Common to the South-Western corner of Portion 350; thence North by East Easterly and North-Easterly through Portion 350; thence Easterly Northerly North-Easterly and South-Easterly through Portion 172 to the Western boundary of Portion 124; thence South-Easterly through Portion 124 to the Port Moresby-Sapphire Creek main road; thence in a general Easterly direction following approximately the road aforesaid through Portions 104 and 158, the Hector prospecting claim and Portion 159; thence in a general East-South-Easterly direction following approximately the Valley of the Laloki River and crossing Sapphire Creek near its junction with the Laloki River; and thence to a point about five chains South of the junction of Waratau Street with Balantine Street Township of Rona being the Eastern terminus of the said railway. Approximate distance 19 miles 20 chains.

A branch line leaves the main line to the right at a point on Ela Beach Road Granville West about seven chains Easterly from the Western Terminus; thence on a bearing of 339 degrees 11 minutes along the centre of Musgrave Street to Port Road; thence North-Westerly to and along a proposed Government wharf to be erected on the Southern shore of the Harbour near the North-Western end of Musgrave Street. Approximate distance forty-two chains.