

New Zealand.

## ANALYSIS.

Title.	3. How cost to be defrayed.
1. Short Title	4. Act to be deemed a special Act.
2. Certain railways authorized.	Schedule.

1920, No. 73.

AN ACT TO AUTHORIZE THE CONSTRUCTION OF CERTAIN RAILWAYS. Title.

[11th November, 1920.]

BE IT ENACTED BY THE GENERAL ASSEMBLY OF NEW ZEALAND IN PARLIAMENT ASSEMBLED, AND BY THE AUTHORITY OF THE SAME, AS FOLLOWS:—

1. This Act may be cited as the Railways Authorization Act, Short Title. 1920.2. The Governor-General may from time to time, in the name and on behalf of His Majesty, undertake or enter into contracts for the construction of the railways mentioned in the Schedule hereto to the extent specified in that Schedule. Certain railways authorized.3. The cost of constructing such railways shall be paid out of moneys to be appropriated for that purpose by Parliament. How cost to be defrayed.4. This Act shall be deemed to be a special Act (authorizing the construction of such railways to the extent specified in the Schedule hereto) within the meaning and for the purposes of the Public Works Act, 1908, which Act is, so far as applicable, hereby incorporated with this Act. Act to be deemed a special Act.

Schedule.

## SCHEDULE.

Name of Railway.	Extent authorized.
1. North Auckland Main Trunk Railway	An extension of the authorized line from a point in Section 70, Block VI, Omapere Survey District, to a point on the east bank of the Mangamuka River, Block XI, Mangamuka Survey District, near its confluence with the Waihou River, a portion of the Hokianga Harbour. Length about 13 miles.
2. Westport-Inangahua ...	From the end of the authorized line to the Inangahua Junction. Length about 8 miles.
3. Wellington - New Plymouth (Palmerston North Deviation)	A deviation leaving the existing line at about 83 miles 55 chains on the railway chainage, and running generally on the north-westward of the existing line to a junction therewith at about 91 miles 37 chains on the said chainage. Length about 6 miles 66 chains.
4. Wellington - Napier Railway (Palmerston North-Woodville Branch; Palmerston North Deviation)	A deviation leaving the proposed deviation of the Wellington - New Plymouth Railway (Palmerston North Deviation) at about 6 miles 5 chains on the chainage of the said proposed deviation, and running generally to the north-westward of the existing line to a junction therewith at about 4 miles 22 chains on the railway chainage. Length about 2 miles 37 chains.