

## New Zealand.



### ANALYSIS.

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| <p>Title.</p> <p>1. Short Title</p> <p>2. Governor may construct certain railways.</p> |  | <p>3. How cost to be defrayed.</p> <p>4. Act to be deemed a special Act. Schedule.</p> |
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1899, No. 27.

AN ACT to authorise the Construction of certain Railways. Title.  
[21st October, 1899.]

BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

1. The Short Title of this Act is “The Railways Authorisation Act, 1899.” Short Title.

2. The Governor may from time to time, in the name and on behalf of Her Majesty, undertake or enter into contracts for the construction of the railways mentioned in the Schedule hereto, to the extent specified in such Schedule. Governor may construct certain railways.

3. The cost of constructing such railways shall be paid out of moneys appropriated for that purpose by the General Assembly. How cost to be defrayed.

4. This Act shall be deemed to be a special Act authorising the construction of such railways to the extent specified in such Schedule, within the meaning and for the purposes of “The Public Works Act, 1894”; and that Act, so far as applicable, is hereby incorporated with this Act. Act to be deemed a special Act.

### SCHEDULE.

Schedule.

Name of Railway.	Extent authorised.
1. Kawakawa—Grahamtown	(1) An extension from Whangarei to Grahamtown—length, about 3 miles; (2) an extension from Waiotu to Hukerenui—length, about 1½ miles; and (3) an extension of the Opuā—Kawakawa Railway to a point in Block III., Motatau Survey District—length, about 8 miles.
2. Paeroa—Waihi	From Paeroa to Waihi. Length, about 13 miles.
3. Gisborne—Karaka	From Gisborne to a point on the left bank of the Waipaoa River near its junction with the Ngakoroa Stream. Length, about 18 miles.

SCHEDULE—*continued.*

Name of Railway.	Extent authorised.
4. Helensville Northwards	From the termination of the extension authorised, to the Kaipara Flats at a point in Section 74, Block IX., Mahurangi Survey District. Length, about 6 miles.
5. Grahamstown—Te Aroha (Omahu ballast - pit siding)	A siding from a point near Omahu Station, on the Grahamstown—Te Aroha Railway, to the Omahu ballast-quarry. Length, about 1½ miles
6. Wellington—Woodville	A deviation to avoid the Rimutaka Incline, between the Upper Hutt and Woodside.
7. Picton—Hurunui	From the termination of the line as at present authorised, to a point in the Blind River Estate on the western margin of Lake Grassmere where intersected by the dividing-line between Sections 19 and 20, Block XIV., Clifford Bay Survey District. Length, about 8 miles
8. Hurunui—Waitaki	A branch from Waipara to a point in the neighbourhood of the Township of Mackenzie. Length, about 35 miles.
9. Waitaki—Bluff (Mosgiel ballast siding)	A siding from a point near the Mosgiel Station, on the Waitaki—Bluff Railway, to the Mosgiel ballast-quarry. Length, about 27 chains
10. Palmerston—Waihemo (Inch Valley lime-quarry siding)	A siding from Inch Valley Station, on the Palmerston—Waihemo Railway, to the limestone-quarry on the Makareao Estate. Length, about 2¼ miles.
11. Orepuki—Waiau	From Orepuki Railway-station to a point on the left bank of the Waiau River near the north-west corner of the Longwood Survey District. Length, about 13 miles.
12. Cathn's—Seaward Bush	(1) From Owaka, on the Cathn's River Branch Railway, to a point near the south-east corner of Section 20, Block VIII, Cathn's Survey District—length, about 4 miles; and (2) from Waimahaka, on the Seaward Bush Branch Railway, to a point near Tokanui—length, about 7 miles.
13. Heriot Extension	An extension of the Waipahi—Heriotburn Branch Railway in the direction of Rae's Junction, to a point on the eastern boundary of Section 10, Block XII., Crookston Survey District. Length, about 6½ miles.