

This PUBLIC BILL originated in the HOUSE OF REPRESENTATIVES, and, having this day passed as now printed, is transmitted to the LEGISLATIVE COUNCIL for its concurrence.

*House of Representatives,
13th October, 1936.*

Hon. Mr. Semple.

RAILWAYS AUTHORIZATION.

ANALYSIS.

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

A BILL INTITULED

AN ACT to authorize the Construction of a certain Railway. Title.

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, 1936. Short Title.

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 railway mentioned in the Schedule hereto to the extent specified in that Schedule. Certain railway authorized.

3. The cost of constructing such railway 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 railway to the extent specified in the Schedule hereto) within the meaning and for the purposes of the Public Works Act, 1928, which Act, so far as applicable, is hereby incorporated with this Act. Act to be deemed a special Act.

Schedule.

SCHEDULE.

Name of Railway.	Extent authorized.
Wellington - New Plymouth (Turakina- Okioia Deviation)	A deviation leaving the existing line near the northern end of the Turakina Railway-station yard and running generally to the eastward of the existing line in a northerly and then westerly direction generally to a junction with the existing line at a point approximately $1\frac{1}{2}$ miles on the southern side of the Okioia Railway-station. Length, about 12 miles.