

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,
23rd October, 1914.*

Hon. Mr. Herries.

RAILWAYS IMPROVEMENT AUTHORIZATION.

ANALYSIS.

<p>Title.</p> <p>1. Short Title.</p> <p>2. Minister of Railways authorized to construct certain railway improvements.</p> <p>3. Acquisition of land for railway purposes.</p>	<p>4. Authority to borrow money for purposes of this Act.</p> <p>5. Moneys raised under this Act to be paid into separate account. Schedule.</p>
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A BILL INTITLED

AN ACT to authorize certain Duplications, Deviations, and other Improvements on certain Railways. 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 Improvement Authorization Act, 1914. Short Title.

2. The Minister of Railways (hereinafter referred to as the Minister) is hereby authorized to construct the improvements mentioned in the Schedule hereto. Minister of Railways authorized to construct certain railway improvements.

3. The Governor may from time to time acquire on behalf of His Majesty, as for a public work, such lands required for the railways and works mentioned in the Schedule to this Act as he deems necessary for the purposes of such improvements. Acquisition of land for railway purposes.

4. (1.) In order to provide funds for the purpose of this Act the Minister of Finance is hereby empowered from time to time to raise such sums of money as he thinks fit, not exceeding in the whole the sum of three million two hundred thousand pounds, and not exceeding in any financial year the sum of seven hundred and fifty thousand pounds: Authority to borrow money for purposes of this Act.

Provided that to the extent to which the full sum of seven hundred and fifty thousand pounds is not raised in any one financial year to the same extent the sums raised in any subsequent financial year may exceed seven hundred and fifty thousand pounds.

(2.) The sums so raised shall bear interest at such rate, not exceeding four pounds ten shillings per centum per annum, as the Minister of Finance prescribes.

(3.) The provisions of the New Zealand Loans Act, 1908, shall apply to the sums raised under the authority of this Act.

Moneys raised under this Act to be paid into separate account.

5. All moneys raised under this Act shall be paid into the Public Account to the credit of a separate account, and all moneys expended in the construction of the improvements hereby authorized shall from time to time be paid out of such separate account without further appropriation than this Act.

Schedule.

SCHEDULE.

Works.	Estimated Cost of Improvements.
New stations and station-yards, goods-sheds, and terminal facilities at—	£
Auckland, Wellington, Palmerston North, Hastings, Lyttelton, Christchurch, Addington (including a connecting-line between the Addington-Culverden line from a point about 48 chains from Addington Junction running in a south-westerly direction and the main south line at a point about 9 miles 50 chains from Lyttelton as shown on Plan No. 21769 deposited in the Government Railway Offices at Wellington), and Timaru ...	1,570,000
Duplications—	
Penrose-Papakura, Ohinewai-Huntly, Horotiu-Frankton, Newmarket-New Lynn, and Lyttelton Tunnel ...	485,000
Grade-easements—	
Penrose-Mercer, Mercer-Frankton, Frankton-Te Kuiti, and Palmerston North-Marton ...	250,000
New engine-depot and approach lines at Auckland ...	140,000
Additions to workshops at Newmarket and Petone ...	60,000
New line, Auckland to Westfield, as shown on Plan No. 21997 deposited in the Government Railway Offices, Wellington ...	375,000
Signalling, interlocking, and safety appliances ...	270,000
Bridge-strengthening ...	50,000
Total ...	£3,200,000