



THE
NEW ZEALAND GAZETTE
 EXTRAORDINARY.

Published by Authority.

WELLINGTON. FRIDAY, FEBRUARY 9. 1917.

Regulations under the War Regulations Amendment Act, 1916.

LIVERPOOL, Governor.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this ninth day of
 February, 1917.

Present :

THE HONOURABLE JAMES ALLEN PRESIDING IN COUNCIL.

WHEREAS by section three of the War Regulations Amendment Act, 1916, it is enacted that the Governor in Council may by regulations make such provisions as, having regard to the exigencies of the present war or the conditions created thereby, he thinks advisable for the maintenance of industries essential for the public welfare: And whereas the lading and unloading of ships is an industry essential for the public welfare, and the following regulations are, in the opinion of the Governor in Council, advisable for the maintenance of that industry having regard to the conditions created by the present war :

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, Governor of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of that Dominion, and in pursuance of the authority conferred upon me by the said Act, do hereby make the following regulations for the maintenance of the said industry.

REGULATIONS.

1. THE Governor may from time to time, by Order in Council published in the *Gazette*, declare any wharf or wharves to be a Government wharf within the meaning and for the purposes of these regulations, with the distinguishing name given thereto by such notice and with the boundaries defined by such notice. Any such notice may be in like manner revoked.

2. In these regulations the term "wharf" includes any wharf, quay, pier, jetty, or other place used or capable of being used for the lading or unloading of ships, and also includes any place belonging to or in the possession of or under the control of a Harbour Board; and also includes any public highway so far as it intersects or is contiguous to any such wharf, quay, pier, jetty, or other place as aforesaid.

3. By the same or any other Order in Council published in the *Gazette* the Governor may from time to time appoint any person to be the Controller of such Government wharf, and may also appoint such

other persons (if any) as he thinks necessary to be the Assistant Controllers of that wharf. All persons so appointed shall hold office during the pleasure of the Governor.

4. Every such Assistant Controller shall, subject to the control and direction of the Controller, have the same powers, authorities, and functions as the Controller himself, and every reference in these regulations to the Controller of a Government wharf shall be read as including a reference to any Assistant Controller accordingly.

5. The Controller of a Government wharf may from time to time employ all such wharf labourers and other persons as he considers necessary for the loading, unloading, and despatch of vessels at that wharf, and for the performance of any other duties incidental to any such operations, and may enter into such contracts as he thinks reasonable on behalf of the Crown for the payment of such persons at such rates as may be agreed on.

6. When the Controller of a Government wharf is satisfied that the conduct or character of any person is such that his liberty of access to that wharf is prejudicial to the effective use, control, or administration thereof, the Controller may, by order in writing (whether that person is then upon the wharf or not), warn him off that wharf. Every such order, shall take effect so soon as the making thereof has been brought in any manner to the knowledge of the person against whom it is made. Every such order may be revoked by the Controller by order in writing.

7. If after any person has been so warned off a Government wharf, and while the order remains in force, such person enters or remains upon that wharf, or loiters in the vicinity of any entrance thereto, he shall be guilty of an offence against these regulations, and shall be liable accordingly.

8. The Controller of a Government wharf, if satisfied that such a course is advisable for the effective use, control, or administration thereof, may by order close that wharf or any part thereof specified in the order. Every such order shall take effect when a notification thereof has been published in a newspaper circulating in the district in which the wharf is situated, or has been publicly exhibited upon the wharf or upon the part of it so closed. Every such order may be revoked by the Controller in like manner.

9. (1.) So long as any such order closing a Government wharf or any part thereof remains in force, no person shall enter upon that wharf or upon that part thereof, as the case may be, except in pursuance of a permit issued by the Controller of the wharf or by his authority, and no person shall loiter in the vicinity of any entrance to the closed wharf or of the closed part thereof, as the case may be.

(2.) Nothing in this regulation shall apply so as to prohibit the entrance of—

- (a.) Any person in the employment of the Crown;
- (b.) Any person employed as a member of the permanent staff of a Harbour Board by which the wharf is owned;
- (c.) Any seaman or passenger belonging to any ship lying at or in the vicinity of the closed wharf or the closed part thereof, as the case may be.

10. Every person who incites any other person to refuse or fail to offer or render service or effective service as a wharf labourer on any Government wharf, or who does any act, or publishes (whether to any person or persons or to the public at large) any utterance, intended or calculated to interfere with the effective use, control, or administration of a Government wharf, or with the proper loading, unloading, or despatch of any vessel lying at or in the vicinity of a Government wharf, or to obstruct the due administration of these regulations by the Controller of a Government wharf or by any person acting in aid of the Controller, shall be guilty of an offence against these regulations, and shall be liable accordingly.

11. The Controller of a Government wharf, and every person acting in aid of him, shall have at all times a right of access to that wharf and to every part thereof, and to every ship lying thereat.

12. Every person who does wilful damage to a Government wharf or to any building or structure situated thereon, or to any goods, machinery, plant, or other property being thereon or on any ship lying thereat, or in the vicinity thereof, shall be guilty of an offence against these regulations, and shall be liable accordingly.

13. The Controller of a Government wharf may make thereon any structural or other alterations which he deems necessary for the effective enforcement of these regulations or the proper use, control, or administration of the wharf.

14. The Controller of a Government wharf may give such orders as he thinks necessary as to the berthing, lading, unloading, or despatch of any ship lying at or in the vicinity of that wharf. Disobedience to any such order shall be an offence against these regulations.

15. Every person who conspires with any other person to prevent, delay, or otherwise interfere with the proper loading, unloading, or despatch of any vessel, whether lying at a Government wharf or not, or who does any act or publishes (whether to any person or persons or to the public at large) any utterance intended to prevent, delay, or otherwise interfere with the proper loading, unloading, or despatch of any vessel, whether lying at a Government wharf or not, shall be guilty of an offence against these regulations, and shall be liable accordingly.

J. F. ANDREWS,
Clerk of the Executive Council.

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СРЕДНЕВЕКОВЫЕ РУССКИЕ ПИСЬМЕННЫЕ ПАМЯТНИКИ

Вопрос о происхождении славянских языков и о месте славянских языков в семье индоевропейских языков является одним из наиболее сложных и дискуссионных в лингвистике. В настоящее время общепризнано, что славянские языки относятся к индоевропейской языковой семье. Однако точное место славянских языков в этой семье и их происхождение остаются предметом споров.

Согласно общепринятой теории, славянские языки являются частью индоевропейской языковой семьи.

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