



THE
NEW ZEALAND GAZETTE.

Published by Authority.

WELLINGTON, THURSDAY, JANUARY 17, 1935.

ERRATUM.—In the First Schedule to the Proclamation dated 13th December, 1934, and published in the *New Zealand Gazette* No. 94 of the 20th day of the same month, at page 4290, proclaiming land as a road and road closed in Blocks VII and XII, Stonyhurst Survey District, Waipara County, for the description of the areas 1 acre 0 roods 36·35 perches and 1 rood 15·1 perches read “Rural Section 26341, Blocks VII and XII” in lieu of “Rural Section 26341, Blocks VI and XII.”

(P.W. 45/825.)

Additional Land taken for the Purposes of a Post-office in the Borough of Waimate.

[L.S.] BLEDISLOE, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1928, and of every other power and authority in anywise enabling me in this behalf, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that the additional land described in the Schedule hereto is hereby taken for the purposes of a post-office; and I do also declare that this Proclamation shall take effect on and after the twenty-eighth day of January, one thousand nine hundred and thirty-five.

SCHEDULE.

APPROXIMATE area of the piece of land taken: 9·1 perches. Being portion of Reserve 1274.

Situated in the Borough of Waimate (Canterbury R.D.). (S.P. 2373.)

In the Canterbury Land District; as the same is more particularly delineated on the plan marked P.W.D. 88728, deposited in the office of the Minister of Public Works at Wellington, and thereon edged red.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of January, 1935.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 20/78.)

A

Land taken for the Purposes of a Quarry in Block XVI, Coromandel Survey District, Coromandel County.

[L.S.] BLEDISLOE, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1928, and of every other power and authority in anywise enabling me in this behalf, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that the land described in the Schedule hereto is hereby taken for the purposes of a quarry, and shall vest in the Chairman, Councillors, and Inhabitants of the County of Coromandel as from the date hereinafter mentioned; and I do also declare that this Proclamation shall take effect on and after the twenty-eighth day of January, one thousand nine hundred and thirty-five.

SCHEDULE.

APPROXIMATE area of the piece of land taken: 4 acres 0 roods 10 perches.

Being portion of Section 9.

Situated in Block XVI, Coromandel Survey District (Auckland R.D.). (S.O. 25756.)

In the Auckland Land District; as the same is more particularly delineated on the plan marked P.W.D. 88488, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of January, 1935.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 54/638.)

Crown Land set apart for the Purposes of a Prison (Paparua Prison) in Block XII, Rolleston Survey District.

[L.S.] BLEDISLOE, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1928, and of every other power and authority in anywise enabling me in this behalf, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare

that the Crown land described in the Schedule hereto is hereby set apart for the purposes of a prison; and I also hereby declare that this Proclamation shall take effect on and after the twenty-eighth day of January, one thousand nine hundred and thirty-five.

SCHEDULE.

APPROXIMATE area of the piece of land set apart: 82 acres 1 rood 30 perches.
Being Section 3, Drayton Settlement, and being parts Rural Sections 4932, 5721, and 6100.

Situated in Block XII, Rolleston Survey District (Canterbury R.D.). (A.L. 198.)

In the Canterbury Land District; as the same is more particularly delineated on the plan marked P.W.D. 88711, deposited in the office of the Minister of Public Works at Wellington, and thereon edged red.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of January, 1935.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 25/144/2.)

Crown Land set apart for the Purposes of a Rifle Range in Block V, Whangarei Survey District.

[L.S.] BLEDISLOE, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1928, and of every other power and authority in anywise enabling me in this behalf, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that the Crown land described in the Schedule hereto is hereby set apart for the purposes of a rifle range; and I also hereby declare that this Proclamation shall take effect on and after the twenty-eighth day of January, one thousand nine hundred and thirty-five.

SCHEDULE.

APPROXIMATE area of the piece of Crown land set apart: 3 roods.
Being Crown land (closed road).

Situated in Block V, Whangarei Survey District (Auckland R.D.). (S.O. 27799.)

In the North Auckland Land District; as the same is more particularly delineated on the plan marked P.W.D. 88426, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured green.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of January, 1935.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 23/37.)

Land proclaimed as a Road in Block XVI, Coromandel Survey District, Coromandel County.

[L.S.] BLEDISLOE, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Coromandel Survey District described in the Schedule hereto.

SCHEDULE.

APPROXIMATE area of the piece of land proclaimed as a road: 1 rood 20.8 perches.
Being portion of Section 9.

Situated in Block XVI, Coromandel Survey District (Auckland R.D.). (S.O. 25756.)

In the Auckland Land District; as the same is more particularly delineated on the plan marked P.W.D. 88488, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of January, 1935.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 54/638.)

Portions of Road closed in Blocks II and VI, Purua Survey District, Whangarei County.

[L.S.] BLEDISLOE, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as closed the portions of road in Purua Survey District described in the Schedule hereto.

SCHEDULE.

APPROXIMATE areas of the pieces of road closed:—

A. R. P.	Adjoining or passing through
7 1 17	Allotments 87 and 88 on D.P. 23857, Allotment 86, and Crown land, Blocks II and VI.
0 0 16	Allotment W. 85, Block VI.

Situated in Purua Survey District (Auckland R.D.), (Parish of Ruatangata). (S.O. 26725.)

In the North Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 88522, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured green.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of January, 1935.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 33/1720.)

Authorizing the Laying-off of a Street, in the City of Christchurch, of a Width of less than 66 ft., but not less than 44 ft., subject to a Condition as to the Building-line.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers vested in him by the Municipal Corporations Act, 1933, and the Public Works Act, 1928, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby authorize the Christchurch City Council to permit the laying-off of the proposed street, described in the Schedule hereto, of a width of less than sixty-six feet, but not less than forty-four feet, subject to the condition that no building or part of a building shall at any time be erected on the land fronting the said street within a distance of thirty-five feet from the centre-line of the said street.

SCHEDULE.

THAT proposed street in the Canterbury Land District, City of Christchurch, containing by admeasurement 1 acre 3 roods 12 perches, more or less, being portion of Reserve 212, City of Christchurch. As the same is more particularly delineated on the plan marked P.W.D. 88577, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

C. A. JEFFERY,

Acting Clerk of the Executive Council.

(P.W. 51/1931.)

French Pass Road District, Sounds County, constituted.

BLEDISLOE, Governor-General.
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred on him by section thirty-five of the Local Legislation Act, 1929, the Road Boards Act, 1908, and of all other powers and authorities enabling him in this behalf, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, doth hereby constitute the area of land described in the Schedule hereto, situated in the Sounds County, a Road District for the purposes of the Road Boards Act, 1908, to be called by the name of the French Pass Road District; doth hereby declare that the Board of the said district shall consist of seven members; and doth hereby order that the first election of members of the said Board shall be conducted in the manner provided by section forty-eight of the Road Boards Act, 1908.

SCHEDULE.

FRENCH PASS ROAD DISTRICT, SOUNDS COUNTY.

ALL that area in the Nelson Land District, comprising the French Pass Survey District and the D'Urville Island Survey District.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(I.A. 1934/134/1.)

Amending Regulations relating to Registration Plates under the Motor-vehicles Act, 1924.

BLEDISLOE, Governor-General.
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 20th day of December, 1934.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by section thirty-six of the Motor-vehicles Act, 1924 (hereinafter referred to as "the said Act"), and of all other powers enabling him in that behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby make the following regulations in amendment of the Motor-vehicles (Registration-plate) Regulations, 1934 (hereinafter referred to as "the principal regulations"), made on the twenty-seventh day of April, one thousand nine hundred and thirty-four, and published in the *Gazette* on the third day of May, one thousand nine hundred and thirty-four, at page 1225.

REGULATIONS.

1. These regulations may be cited as the Motor-vehicles (Registration-plate) Regulations Amendment No. 1.

2. Regulation 5 of the principal regulations is hereby amended as follows:—

(1) Subparagraph (i) of paragraph (a) is amended by revoking the word "onwards," and substituting therefor the words and numerals "to 99899 inclusive."

(2) Subparagraph (iii) of paragraph (a) is revoked, and the following subparagraph substituted therefor:—

"(iii) For private-hire or rental cars, a series of numerals from 1 to 300 inclusive without initial letter, and also a series of numerals from 99900 to 99999 inclusive, preceded by the letter X."

(3) Paragraph (d) is amended by adding thereto the following proviso:—

"Provided that the registration plates affixed to private motor-cars being the property of or regularly used by His Excellency the Governor-General of the Dominion of New Zealand may be distinguished by the symbol of a Crown alone."

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(TT. 9/3.)

Akaroa County Council declared a Leasing Authority under the Public Bodies' Leases Act, 1908.

BLEDISLOE, Governor-General.
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS the Akaroa County Council is a body of persons having power to lease lands held in trust, reserved, or set apart for public purposes, and has requested the Governor-General in Council to declare it to be a leasing authority within the meaning of the Public Bodies' Leases Act, 1908 :

Now, therefore, in compliance with such request, and in exercise of the powers in this behalf conferred by the above-mentioned Act, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, doth hereby order and declare that the Akaroa County Council is a leasing authority within the meaning of the Public Bodies' Leases Act, 1908.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(I.A. 1934/220/3.)

Directing the Sale of Stopped Government Roads in Blocks X and XI, Maramarua Survey District, under the Public Works Act, 1928.

BLEDISLOE, Governor-General.
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred on him by the Public Works Act, 1928, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby direct the sale of the stopped Government roads described in the Schedule hereto.

SCHEDULE.

Approximate Areas of the Pieces of Stopped Government Roads directed to be sold.	Adjoining or passing through	Situated in Block	Sheet No. of Plan.
A. R. P. 0 1 32.6	Part Allotment 153 ..	X	1
1 1 15.3	" ..	X and XI	1
2 3 8.5	" .. (Whangamarino Parish.) (S.O. 22556.)	XI	3

Situated in Maramarua Survey District.

In the Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 56948, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured green.

C. A. JEFFERY,
Acting Clerk of the Executive Council.
(P.W. 62/2/1/12.)

Delegating Powers under the Cemeteries Act, 1908.—(H. C. 126).

BLEDISLOE, Governor-General.
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred upon him by the Cemeteries Act, 1908, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council

of the said Dominion, doth hereby delegate to the Council of the County of Clifton the powers conferred upon him by section four of the said Act of appointing and removing trustees (including trustees heretofore appointed) in respect of the cemeteries specified in the Schedule hereto.

SCHEDULE.

Tikorangi Public Cemetery.
Tongaporutu Public Cemetery.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

Prohibiting the Importation of "Wristlets" or "Anklets"; also Advertising-matter relating thereto.—(C. No. 129.)

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred upon him by section forty-six of the Customs Act, 1913, and of all other powers and authorities enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby prohibit the importation into New Zealand, save with the consent of the Minister of Customs, of "Wristlets" or "Anklets" manufactured or vended by or on account of Scientific Health Aids, Limited, or Blakoe Appliances, Limited, 30 Newgate Street, London, E.C. 1, and advertising-matter relating solely or principally to such articles.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

Declaring a Public Highway to be a Main Highway.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities vested in him by section three of the Main Highways Act, 1922, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby declare that on and after the date of publication of this Order in Council in the *Gazette* the public highway described in the Schedule hereto shall be a main highway within and for the purposes of the Main Highways Act, 1922.

SCHEDULE.

HIGHWAY DISTRICT NO. 16.

Hawea-Haast Pass.—All that road or portion of road in the Vincent County, commencing at its junction with the Timaru-Queenstown via Tekapo and Lindis Pass Main Highway in the locality of Hawea, on the western boundary of Section 3, Block 5, Wanaka Survey District, and proceeding thence generally in a northerly direction by way of the Hawea-Makarora Road, passing generally along the western shore of Lake Hawea to the Neck Lagoon, then generally along the eastern shore of Lake Wanaka, and terminating in the vicinity of Makarora Homestead, on the north-east boundary of Section 34795, McKerrow Survey District, being a distance of thirty-three miles, more or less. As the same is more particularly delineated on plan numbered P.W.D. 88722, deposited in the office of the Main Highways Board at Wellington, and thereon coloured blue.

C. A. JEFFERY,
Acting Clerk of the Executive Council.
(M.H. 62/16/625/1.)

Declaring Portions of Road in Blocks I and IV, Waihola Survey District, to be Government Roads.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers vested in him by the Public Works Act, 1928, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby order and declare that the portions of road described in the Schedule hereto shall, on and after the date of this Order in Council, become Government roads.

SCHEDULE.

Approximate Areas of the Pieces of Road declared to be Government Roads.	Adjoining or passing through	Situated in Block	Coloured on Plan
A. R. P.			
0 0 15.5	Lots 4, 5, and 6, Block I, L.T. plan 597	I	Green.
0 0 14.6	Lot 7 on plan of the Township of Kapiti, deposited in Deeds Registry Office, Dunedin, as No. 94	I	"
0 1 23.9	Lots 8, 9, and 10 on plan of the Township of Kapiti, deposited in the Deeds Registry Office, Dunedin, as No. 94	I	"
0 0 34.2	Road adjoining Section 7	I	Grey.
0 1 19.2	Lots 11, 12, 13, and 14, Block II, L.T. plan 597	IV	Green.
0 0 12.4	Road adjoining Section 29	IV	Brown.
0 0 29.8	Lots 14, 15, and 16, Block II, L.T. plan 597	IV	Green.
1 0 17.1	Lots 18A, 18, 19, 20, 21, 22, and 23, Block III, L.T. plan 597	IV	"
1 1 16.7	Road adjoining Sections 28 and 29	IV	Yellow.

All situated in Waihola Survey District.
In the Otago Land District; as the same are more particularly delineated on the plan marked P.W.D. 87357, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured as above mentioned.

(P.W. 62/17/101/17.)

C. A. JEFFERY, Acting Clerk of the Executive Council.

General Harbour Regulations.

BLEDISLOE Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Harbours Act, 1923, and its amendments, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby make the General Harbour Regulations set forth in the First Schedule hereto, and doth hereby revoke, as from the coming into operation of the regulations hereby made, the General Harbour Regulations set forth in the Second Schedule hereto.

FIRST SCHEDULE.

REGULATIONS.

Interpretation.

1. These regulations may be cited as the General Harbour Regulations, 1935.
2. These regulations shall come into force on the date of publication in the *Gazette*.
3. In these regulations, if not inconsistent with the context,—
 - “Explosives” means explosives as defined under the Explosives and Dangerous Goods Act, 1908, but shall not include fireworks of Class III or safety-cartridges as therein defined:
 - “Fuel oil” means any petroleum which has a true flash-point of over 150 degrees Fahrenheit and which is used or intended for use as fuel:
 - “Harbourmaster” means chief officer of the harbour department of any port, by whatever title he is locally known, and includes any pilot or other person deputed by or acting under the direction of such chief officer:
 - “Kerosene” means petroleum-oil, kerosene, power kerosene, or other products of petroleum, and having a true flash-point of 73 degrees up to 150 degrees Fahrenheit.
 - “Minister” means the Minister of Marine, and includes any officer, person, or authority acting by or under the direction of such Minister:
 - “Owner” used in relation to a vessel includes the agent of the owner, and also includes a charterer:
 - “Petrol” means aviation motor-spirit, benzine, benzene, benzole, benzoline, distillate, gasoline, motor-spirit, naphtha, petroleum ether, liquids or materials consisting wholly or in part of petroleum spirit, and having a true flash-point of less than 73 degrees Fahrenheit:
 - “Petrol-ship” means any ship having on board or about to take on board a cargo the whole or any part of which consists of petrol, or, having discharged petrol, if the holds and tanks have not been rendered free from inflammable vapour to the satisfaction of the Harbourmaster:
 - “Wharfinger” shall mean the person appointed to the charge of any wharf, and shall include the Traffic Manager or any other person deputed by or acting for the Wharfinger.

Signals.

4. The master of every ship entering any harbour shall, as soon as it arrives within signalling distance of the signal-station, hoist or cause to be hoisted the ship's signal letters, and keep them flying till answered from the signal-station.

5. The master of every ship carrying mails, on approaching the anchorage or wharf as the case may be, shall hoist or cause to be hoisted the flag Y of the International Code at the main, and shall keep such flag hoisted until the mails for the port are taken out of the ship.

6. The master of every vessel requiring the services of a tug by night shall either signal his request by means of a morse lamp or shall show at intervals two blue lights, or two flare-up lights simultaneously, as far apart as possible, provided that the distance apart shall not exceed 300 ft. Either of these last-mentioned signals shall be shown in such a position as will best be seen from the harbour or lookout station.

7. No person shall use any other signal for a tug by night other than that prescribed by the foregoing regulations.

8. The following signals are to be used at all ports. Any person failing to use the proper signal when required, or showing wrong or unauthorized signals, shall, in addition to any liabilities which he may incur by so doing, be liable to a penalty; but nothing herein contained shall prevent the use, in cases not provided for in these regulations, of private or local signals in addition to the general signals herein prescribed, if such local or private signals shall have been previously authorized in writing by the Marine Department.

TIDAL SIGNALS.

Tidal signals shall consist of one, two, or three balls of any colour, or parti-coloured, and shall be displayed as follows:—

Flood tide: Two balls at masthead vertically disposed, not less than 6 ft. apart.

Last quarter flood: Three balls at masthead vertically disposed, not less than 6 ft. apart.

Ebb tide: One ball at masthead.

BAR SIGNALS.

Bar signals shall consist of two, three, or four balls, of any colour, or parti-coloured, and shall be displayed as follows:—

Wait for high water: One ball at each yardarm and one on mast, half the length of the yard below the yard.

Stand on; take the bar: Four balls horizontally disposed on yard, two on each side of mast.

Bar dangerous: Three balls horizontally disposed on yard, two on any one side of mast and one on the other.

Put to sea: Two balls horizontally disposed on yard, on either side of mast.

NIGHT SIGNALS FOR OPEN ROADSTEADS, ETC.

From Shore:—

A boat will come off: Two white lights vertically disposed.

Boat cannot put off: Two lights vertically disposed—upper red, lower white.

Wait till daylight; boat will put off weather permitting: Two lights vertically disposed—upper white, lower red.

Keep to sea: Put to sea: Two white lights horizontally disposed with a red light between them.

From Ship:—

Will wait till daylight: Two lights vertically disposed—upper white, lower red.

Cannot wait: Two lights vertically disposed—upper red, lower white.

Cannot keep to sea; Cannot put to sea: Two red lights horizontally disposed.

MISCELLANEOUS SIGNALS.

Tug required: The flags YA of the International Code.

Gunpowder or explosives or petrol on board: As prescribed in Regulation 127 or 136 hereof.

Medical assistance wanted: The flag W of the International Code.

Police wanted (*by day*): The flags ST of the International Code.

Police wanted (*by night*): Two white lights vertically disposed, 4 ft. apart.

Exempt from pilotage: White flag at the main.

Where not otherwise specified, all signals shall be displayed where they can be best seen.

In addition to the above, every pilot and signal-station shall be provided with a set of International Code signal-flags, which shall be used as required.

When pilots are not put on board semaphore-arms are used for piloting ships over all bars where a pilot establishment is maintained, the ship being piloted shall be steered in the direction towards which the semaphore-arm is pointed. When the semaphore-arm is dropped the ship shall be kept steady as she goes.

Ships.

9. The master of every ship entering, departing from, or within any harbour shall, by every means in his power consistent with the safety of such ship, assist every pilot and duly authorized public officer in boarding or leaving such ship; and no person on board of such ship shall interfere with or obstruct any such officer or pilot whilst carrying out his duties.

10. No person, except pilots and officers on duty and persons who hold a written authority from the Harbourmaster, shall go alongside or on board of any ship arriving in any harbour from any place out of the Dominion, until such ship has been moored, or secured by at least one anchor, and has been cleared by the Health Officer or the officer acting as such; nor shall any person quit any ship so entering any harbour until she has been moored, and cleared by the Health Officer as aforesaid.

11. Except only when assistance is urgently required, no guns or firearms shall be discharged, or blue lights, rockets, or other combustibles burned or discharged by any person from any ship or boat within the limits of any harbour, unless permission in writing has been obtained from the Harbourmaster.

12. The Harbourmaster is hereby empowered to take such steps and to give such orders and directions as he may deem necessary for the purpose of preventing risk or accident to shipping, of avoiding confusion, or of preventing overcrowding of boats alongside of ships or wharves, and any person wilfully disobeying any orders so given shall be liable to a penalty.

13. The master or owner or person in charge of every ship in any harbour shall at all times keep on board a sufficient number of men to perform any services required for the safety of such ship, and, unless he has obtained a written exemption from the Harbourmaster, he shall at all times, as well by day as by night, have at least one seaman in charge of the deck of such ship; and the seaman having such charge, and all persons having the charge of or being on board of any ship or boat within any harbour, shall answer to the challenge of the Harbourmaster, police, or other duly authorized public officer.

14. If any anchor, kedge, or cable be slipped, cut, or parted from, the master or owner of the ship shall without delay make report thereof to the Harbourmaster, and the master or owner shall cause such anchor, &c., to be weighed within twenty-four hours, or as soon thereafter as the Harbourmaster may direct.

15. If such anchor, kedge, or cable be not weighed by the master or owner of the ship from which the same has been slipped or cut or has parted, within such time as may be fixed by the Harbourmaster, it may be weighed by the Harbourmaster at the risk and expense of the master or owner of such ship.

16. The master of any ship which has discharged or is in course of discharging her cargo shall from day to day take on board such quantity of ballast as shall suffice to keep such ship safe while in harbour, and, in the case of ships in open roadsteads shall keep such vessel in fair seagoing trim, to the satisfaction of the Harbourmaster, in case of their being compelled to put to sea.

17. No person shall smoke on any vehicular ferry plying within harbour limits, either during the conveyance of such vehicles or while the vessel is lying at any wharf with any such vehicles on board.

18. No master or person in charge of any ship shall within any harbour negligently or recklessly navigate such ship or cause it to be propelled at a speed or in a manner which, having regard to all the circumstances of the case, is or might be dangerous to the public generally or to any person or other ship or boat.

Dangers and Obstructions.

19. No person shall obstruct or impede the navigation of any harbour, channel, river, inlet, or creek, or obstruct any landing-place, by any vessel, cable, warp, or other article; and in case such obstruction or impediment be not removed when ordered by the Harbourmaster, he may cast off, cut, or remove any such obstruction at the risk and expense of the master or owner thereof.

20. If any balk of timber or other bulky article be in the water in any harbour, and if the owner of such timber or bulky article, or the person who placed, put, or threw such timber or bulky article in the water, or the master of the vessel from which such timber or other article may have fallen into the water, shall not clear the harbour of such timber or article, as the case may be, within such time as the Harbourmaster shall require by notice in writing, every such person shall be liable to a penalty for every period of twenty-four hours after the expiration of the time fixed in such notice that he shall permit such timber or article to remain unremoved.

21. No person shall place any tree, log, or other obstruction in any harbour or navigable river, or navigable lake, or on the shore or bank of any harbour, navigable river, or navigable lake, in such a position or manner as to cause, or be liable to cause, loss of life or injury to any person or damage to any vessels, or to impede navigation.

22. If any such obstruction exists at the time of the coming into force of these regulations it shall be the duty of the person who placed it where it is to remove it within fourteen days after notice in writing so to do from the Harbour Board, or, if the locality where the obstruction was placed is not within the jurisdiction of a Harbour Board, then from the Secretary of the Marine Department.

23. No person shall cast or deposit any rubbish or filth below high-water mark within any harbour, nor on any lands belonging to the Crown, except in such places as the Harbourmaster may in writing permit.

24. No person shall light or heat any pitch, tar, resin, or other combustible matter on board of any vessel while lying alongside or near any other vessel or wharf, nor shall any person fumigate or smoke any vessel for the extermination of vermin, without permission in writing from the Harbourmaster.

25. The master of every vessel shall use proper tarpaulins, or other approved appliances, in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth of any kind, so as to prevent any part thereof falling into the harbour.

26. No person shall drown any animal in any harbour and leave the carcass therein, or throw a dead animal into the harbour, or place any dead animal below high-water mark therein.

Accidents and Collisions.

27. The master of every steamship navigating any narrow channel shall, whenever it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard hand of such steamship.

28. No master of any steamship shall attempt to cross any bar or negotiate any entrance to a breakwater harbour which has a confined channel should another ship, or a steamship having a ship in tow, be passing in or out at the time.

29. When steamships having ships in tow are steering opposite courses in a confined channel in a harbour, the master of each ship shall, before meeting, slacken speed, when practicable, until they have passed each other.

30. The master of every steamship shall at all times when under way have, in addition to the helmsman, a responsible person on the bridge in charge of the ship, and also a responsible

person in charge of and attending to the engines. The utmost care must be taken by the person or persons in charge to prevent accidents to other ships and boats.

31. The master of every steamship shall, when approaching or leaving a wharf, proceed at a moderate speed.

32. The master of every steamship shall, on nearing any ship aground, slacken speed until such ship has been safely passed.

33. The master of every steamship about to pass any dredging-machine at work in any harbour or public work in progress shall slacken speed at such a distance when approaching any such dredge or work as to ensure his passing it at a speed not greater than dead-slow.

34. For the purposes of Regulations 27-33 above, the words "steamship" or "steamships" when used therein shall include any vessel propelled by mechanical power other than steam.

35. The master, owner, or person in charge of any ship which is being navigated within any harbour of the Dominion who shall refuse or neglect to observe the foregoing rules laid down for preventing collisions or other accidents, or any of the "Regulations for Preventing Collisions at Sea" which may from time to time be made by His Majesty's Order in Council, which regulations are by section 191 of the Shipping and Seamen Act, 1908, brought into force in the Dominion, shall, in addition to any liabilities he may incur by so doing, be liable to a penalty under these regulations.

36. (a) Notwithstanding anything contained in the immediately preceding regulation and in the "Regulations for the Prevention of Collisions at Sea" therein referred to, a steamship of 40 tons gross tonnage and upwards, not provided with a mast forward of her mid-length, when employed solely within the limits of a port, may carry the white light prescribed by Article 2 (a) of the said regulations, at a height above the hull of not less than 15 ft. The master shall so place the light that it is forward of and at least 6 ft. higher than the sidelights, and not less than 4 ft. above any lights on the ship not required for navigation purposes; and its depressed rays at the water-level at any distances exceeding 80 ft. from the ship shall not be restricted by any obstruction.

(b) In such ships the port and starboard sidelights shall be placed at, or as near as is practicable to, the side of the ship, and they shall be entirely free from obstruction throughout their respective arcs of visibility; and any nearby non-navigational lights which may tend to impair their efficiency or to cause confusion with them shall be removed or suitably screened.

(c) In bi-directional ships which are fitted with independent sets of navigation lights for use when proceeding in either direction the master shall ensure that each independent set of lights shall be so fitted that one set cannot be exhibited until the other set has been extinguished or obscured.

37. The master of a ship when at anchor in or near the fairway shall, between sunrise and sunset, exhibit forward, where it can best be seen, a black ball not less than 2 ft. in diameter.

38. The owner or master of every ship which may, between sunset and sunrise, lie alongside any other ship moored at any wharf shall during such period exhibit from his ship a white light so placed as to show a clear and unbroken light around the off-side of his ship from right ahead to right astern.

39. The master of any ship engaged in towing rafts of logs or timber shall not tow a raft exceeding 300 ft. in length, nor shall he allow the distance between the towing ship and the raft to in any case exceed 100 ft.

40. In conjunction with the usual lights carried by tugs, the master of any tug towing rafts of logs or timber shall between sunset and sunrise show from the tug's stern two red lights in a vertical line one over the other, not less than 6 ft. apart, and of such a character as to be visible all round the horizon at a distance of at least two miles: Provided that in cases where the circumstances are such that in the opinion of the Harbourmaster it is impracticable to carry the red lights as aforesaid the master of such a tug of under 50 ft. in length shall show the said lights from the tug's stern, or as far aft in the ship as is practicable.

41. Collisions of ships with any harbour light, lightship, buoy, or beacon, shall be reported in writing by the person in charge of such ship to the Harbourmaster and Superintendent of Mercantile Marine as soon as possible.

42. In the event of the death of any person on board of any ship in harbour, the master of such ship shall cause the body to be buried on shore, and shall previously report the particulars as to the death to the police.

MOTOR-BOATS, STEAM-LAUNCHES, ETC.

43. The master or person in charge of every motor-launch, yacht, small sailing or rowing boat shall, when such vessel is in a narrow confined channel, or when within 500 yards of any wharf, keep out of the way of any vessel of 500 tons net register or upwards.

44. Every single-screw motor fishing-boat under 50 ft. in length, which proceeds to beyond the limits of such harbour for the purposes of fishing, shall be equipped by the owner, master, or person in charge with sails of such area as will keep the boat under command in the event of failure of the engine.

Gangways and Hatches.

45. (1) The master of every cargo-ship or hulk over 100 tons gross and of every ship in which passengers may by law be carried shall, while lying alongside any wharf, keep for the use of persons coming from or going on board such ship a proper and secure gangway not less than 22 in. wide, and fenced throughout on each side to a clear height of not less than 2 ft. 9 in. : Provided that in the case of the ship's accommodation ladder such fencing shall be necessary on one side only if the other side is properly protected by the ship's side.

(2) The master shall cause such gangway or ladder to be securely fixed to and extend from one portion of the ship's deck or side rail to the wharf, with a good solid bearing at each end, and shall also keep a gangway-net properly secured beneath such gangway.

46. In the event of the outer end of any such gangway resting on the ship's side-rail, the master of any such ship shall keep substantial steps fixed to lead from the end of the gangway to the ship's deck.

47. In cases in which by the preceding regulations it is required that a ship shall have a gangway fixed, the master of such ship shall from sunset to sunrise exhibit a bright white light in such a position as will show over the whole length of the gangway.

48. Whenever a hatch of a ship is open for the purpose of working cargo or otherwise, and there is not sufficient daylight for persons working at or near it or passing near it to see clearly that it is open, the master of the ship shall place at such hatch a light or lights of sufficient brilliancy to enable persons to see that it is open, and shall maintain such light during the time the hatch is so open and insufficiently lighted.

49. The master of every ship between 20 and 100 tons gross, inclusive, on board of which persons reside, lying alongside of any wharf, shall keep burning a bright white light, from sunset to sunrise, to mark the most suitable place for persons to go on board or leave such ship.

50. After work has ceased for the day on board of any ship, the master shall, in order to prevent accidents, ensure that all hatchways are efficiently protected, and before closing the hatches an officer of the ship shall go into the hold and into the between-decks and satisfy himself that there are no signs of fire.

51. In the event of fire occurring on board of a ship in harbour all persons in charge of or otherwise belonging to any ship or boat shall afford such assistance towards extinguishing such fire, and towards the protection of other ships, as the Harbourmaster shall demand.

Loading and Discharging Ships and Handling Cargo or Coal.

52. (1) All lifting-machinery, derricks, and cargo-gear used for loading or discharging cargo or coal into or from a ship, hulk, lighter, or store-ship shall have been tested and examined in the manner set out in the General Harbour Regulations dated the 17th day of May, 1927, and any amendments thereto. All such appliances shall be inspected once in every twelve months and shall be thoroughly examined once at least in every four years.

(2) For the purpose of this regulation "thorough examination" means a visual examination, supplemented, if necessary, by other means such as a hammer test, carried out as carefully as the conditions permit, in order to arrive at a reliable conclusion as to the safety of the parts examined. If necessary for the purpose, parts of the machine and gear must be dismantled. At the times prescribed for a thorough examination, the cargo-gear and derricks shall be subjected to a special loading test and shall be inspected after such test.

(3) All running-gear and subsidiary appliances used for loading or discharging cargo shall be inspected from time to time, and shall at all times be maintained by the owners thereof in good order and condition.

(4) The examinations, inspections, and tests herein prescribed shall be carried out—

- (a) In the case of machinery, including winches, on any hulk, store-ship, or lighter not self-propelled, by an Inspector of Machinery.
- (b) In the case of running-gear and subsidiary appliances, on any such hulk, store-ship, or lighter, by a Surveyor of Ships or other officer appointed for the purpose.
- (c) In the case of such machinery, derricks, and cargo-gear, on any other ship, by a Surveyor of Ships.

(5) The Inspector, Surveyor, or other officer may order such alterations or repairs to be made to the machinery, gear, or appliances as he may consider necessary, or he may prohibit the use of any such machinery, gear, or appliances as he considers unfit for use; and the owner thereof shall not use or permit to be used any such machinery, gear, or appliances until they are certified as again fit for use.

(6) The owner may appeal to the Marine Department against any such order or prohibition, but he shall not use, or permit to be used, any machinery, gear, or appliances in respect of which an order is made or prohibition of use imposed, pending the receipt of a decision on his appeal.

53. (a) It shall be the duty of the owner, master, or officer in charge of a ship to comply with Regulations 54 to 73 inclusive of these regulations.

(b) It shall be the duty of the owner of machinery or plant used in the work of loading, unloading, or handling of cargo or coal on ships or wharves, and in the case of machinery or plant carried on board a ship not being a ship registered in New Zealand it shall also be the duty of the master of such ship, to comply with Regulations 74 to 75 inclusive of these regulations.

(c) It shall be the duty of every person who by himself, his agents, or workmen carries on the work last hereinbefore mentioned, and of all agents, workmen, and persons employed by him in such work, to comply with Regulations 76 to 84 inclusive of these regulations:

Provided that, where the work is carried on by a stevedore or other person other than the owner of the ship, it shall be the duty of the owner, master, or officer in charge of the ship to comply with Regulation 78, so far as it concerns—

- (1) Any hatch not taken over by the said stevedore or other person for the purpose of the work; and
- (2) Any hatch which, after having been taken over by the said stevedore or other person for the purpose of the work,—

(i) Has been reported by written notice in the prescribed form to the owner, master, or officer in charge of the ship, by or on behalf of the said stevedore or other person, as being a hatch at which the works have been completed or completed for the time being; and

(ii) Either has been left by the said stevedore or other person fenced or covered as required by Regulation 78, or has been taken into use by or on behalf of the owner of the ship, and in either case has been so reported by such written notice as aforesaid.

(d) It shall be the duty of the owner, master, or officer in charge of the ship to give immediately a written acknowledgment in the prescribed form of such written notice as aforesaid.

(e) It shall be the duty of all persons, whether owners, occupiers, or persons employed in the work referred to in this regulation, to comply with Regulations 123 to 125 inclusive of these regulations.

54. (1) If the depth from the level of the deck to the bottom of the hold exceeds 5 ft., there shall be maintained safe means of access from the deck to the hold in which work is being carried on.

(2) Save as hereinafter provided, such access shall be afforded by ladder, and by ladder cleats or cups on the coamings, and shall not be deemed to be safe—

(a) Unless the ladders between the lower decks are in the same line as the ladder from the top deck, if the same is practicable, having regard to the position of the lower hatch or hatches :

(b) Unless the ladders provide a foothold of a depth, including any space behind the ladder, of not less than $4\frac{1}{2}$ in. for a width of 10 in. and a firm handhold :

(c) Unless the cleats or cups provided on coamings—

(i) Provide a foothold of a depth including any space behind the cleats or cups of not less than $4\frac{1}{2}$ in. for a width of 10 in. and a firm handhold :

(ii) Are so constructed as to prevent a man's foot slipping off the side :

(iii) Are placed vertically one above the other and in the same line as the ladders to which they give access :

(d) Unless the cargo is stowed sufficiently far from the ladder to leave at each rung of the ladder foothold of a depth including any space behind the ladder of not less than $4\frac{1}{2}$ in. for a width of 10 in. and a firm handhold :

(e) Unless there is room to pass between a winch or other obstruction and the coamings at the place where the ladder leaves the deck :

(f) If the ladder is recessed under the deck more than is reasonably necessary to keep the ladder clear of the hatchway :

Provided that such access may be afforded—

(i) Where the provision of a ladder on a bulkhead or in a trunk hatchway can be shown to be reasonably impracticable, by cleats or cups complying with the requirements of paragraph (c) :

(ii) By ladders or steps, separate from any hatchway or sloping from deck to deck, if such ladders or steps comply with the requirements of paragraphs (b), (d), and (e).

(3) Shaft tunnels shall be equipped with adequate handhold and foothold on each side.

55. When the work of loading, discharging, repairing, or overhaul of ships is being carried on—

(a) The places in the hold and on the decks where work is being carried on ;

(b) The means of access provided in pursuance of these regulations ; and

(c) All uncovered hatches or other openings and all parts of the ship to which persons employed may be required to proceed in the course of their employment—

shall be efficiently lighted, due regard being had to the safety of the ship and cargo, of all persons employed, and of the navigation of other vessels.

56. When coal is being discharged in baskets from a ship by means of a bull-rope on to a stage so that it may be put directly into carts or other vehicles, such stage shall not be less than 3 ft. 6 in. in width, and it shall be properly fixed and supported so that it may be firm and steady.

57. When coal is being transhipped or transferred from a hulk or other vessel to another vessel by what is known as the trolly system, a plank 18 in. wide shall be placed on each side of the trolly-way, and shall be fitted with stanchions not less than 3 ft. 6 in. high, and eyes at the top and half-way from the top to the socket, in which man-ropes shall be rove for the full length of the plank.

58. When coal is being discharged from ships or hulks by means of trams, stout planks of uniform thickness and of a total width of 30 in. shall be provided by the master and securely fixed alongside the tram-line; or, as an alternative, stout planks of uniform thickness and of a total width of 24 in., with stanchion and a life-line on one side, shall be provided.

59. In cases where in loading and discharging cargo on or from a ship any obstruction prevents the person working the bull-rope from being clearly seen by the winchman, the master of the ship shall employ an additional man to communicate signals from the winchman to the bull-rope man.

60. No hook shall be used in hoisting and/or lowering coal unless it is of a pattern approved by the Minister of Marine, and until it has been certified by a Surveyor appointed by the Marine Department, to comply in all respects with the provisions of these regulations.

61. Drawings, in duplicate, showing fully the dimensions of the hook, and specifications, in duplicate, showing the quality of the material, the name of the maker of the material, the tensile strength, the elongation, and particulars of any other tests, shall be forwarded to the Chief Surveyor of ships for approval.

62. Diagrams of hooks which have been approved prior to the issue of these regulations are shown on plan marked M.D. 5363 and deposited in the office of the Marine Department at Wellington.

63. A T-iron used for working a bull-rope when working cargo on a ship shall be securely bolted or keyed to the hatch-coaming, and the T of such iron shall be not less than 3 in. in diameter.

64. Proper and efficient bridles, to the satisfaction of a Surveyor of Ships or other person appointed for the purpose of these regulations, shall be securely attached to the ends of fore-and-aft beams, with lanyards provided so that such beams may be shipped and unshipped without danger to the men doing the work.

65. When thwartship hatch-beams are used, bridles of sufficient length with shackles attached shall be kept available on board the ship and fit for use, and shall be used on such beams (when they are being shipped or unshipped) in such a manner as to make it unnecessary for men to leave the deck.

66. All hatch-coverings shall be kept plainly marked to indicate the deck and hatch to which they belong and their position therein: Provided that this regulation shall not apply in cases where all the hatch-coverings of a ship are interchangeable or, in respect of marking of position, where all hatch-coverings of a hatch are interchangeable.

This regulation shall apply to fore-and-aft beams and to thwartship beams as it applies to hatch-coverings.

67. All fore-and-aft beams, and thwartship beams used for hatch-covering, and all hatch-coverings shall be maintained in good condition.

68. Adequate hand-grips shall be provided on all hatch-coverings, having regard to their size and weight, unless the construction of the hatch or the hatch-coverings is of a character rendering the provision of hand-grips unnecessary.

69. When fore and after hatch beams are made of wood the ends shall be properly shod with iron.

70. When cargo is stowed in the 'tween decks or shelter decks, and the loading or discharging in the lower hold is not completed, a space of not less than 3 ft. shall be provided around the hatch-coamings to ensure safety of the men engaged in removing and replacing hatch-coverings and hatch-beams.

71. Adequate measures shall be taken to prevent exhaust steam from, and so far as is practicable live steam to, any winch obscuring any part of the decks, gangways, stages, wharf, or quay where any person is employed in the work thereon.

72. Appropriate measures shall be taken to prevent the foot of a derrick being accidentally lifted out of its socket or support.

73. In the case of ships registered in New Zealand, and of hulks whether registered in New Zealand or not, all hatch-landings on coamings or beams shall be not less than $2\frac{1}{4}$ in. in width.

74. Precautions shall be taken to facilitate the escape of the workers from any threatened danger when employed in a hold or on 'tween decks in dealing with coal or other bulk cargo.

75. No person under eighteen years of age and no person who is not sufficiently competent and reliable shall be employed as driver of a crane or winch, whether driven by mechanical power or otherwise, or to give signals to a driver or to attend to cargo falls on winch-ends or winch-bodies.

76. Where goods are placed on a wharf—

(a) A clear passage leading to the means of access to the ship required by these regulations shall be maintained on the wharf; and

(b) If any such passage is left along the edge of the wharf, it shall be at least 3 ft. wide and clear of all obstructions other than fixed structures, plant, and appliances in use.

77. (a) No deck-stage or cargo-stage shall be used in the work referred to in Regulation 53 hereof unless it is substantially and firmly constructed and adequately supported, and, where necessary, securely fastened.

(b) No truck shall be used for carrying cargo between ship and shore on a stage so steep as in the opinion of the Surveyor of Ships is likely to be unsafe.

(c) Any stage which is slippery shall be made safe by the use of sand or otherwise.

78. (a) If any hatch of a hold exceeding 5 ft. in depth, measured from the level of the deck in which the hatch is situated to the bottom of the hold, and accessible to any person employed, is not in use for the passage of goods, coal, or other material, or for trimming, and the coamings are less than 2 ft. 6 in. in height, such hatch shall either be fenced to a height of 3 ft. or be securely covered:

Provided that this requirement shall not apply to any vessel during meal-times or other short interruptions of work during the period of employment.

(b) Hatch-coverings shall not be used in the construction of deck or cargo stages, or for any other purpose which may expose them to damage.

(c) Hatch-coverings shall be replaced on the hatches in the positions indicated by the markings made thereon in pursuance of Regulation 66.

79. No cargo shall be loaded or unloaded by a fall or sling at any intermediate deck unless either the hatch at that deck is securely covered or a secure landing platform of a width not less than that of one section of hatch-coverings has been placed across it:

Provided that this regulation shall not apply to any work of loading or unloading the whole of which will be completed within a period of half an hour.

80. Hooks shall not be made fast in the bands or fastenings of bales of cotton, wool, cork, gunny-bags, or other similar goods, nor shall "can" hooks be used for raising or lowering a barrel.

Nothing in this regulation shall apply to breaking out cargo.

81. When work is proceeding on any skeleton deck, adequate staging shall be provided unless the space beneath the deck is filled with cargo to within a distance of 2 ft. of such deck.

82. Where the work of stacking, unstacking, stowing, or unstowing of cargo or handling in connection therewith cannot be safely carried out, reasonable measures to guard against accident shall be taken by shoring or otherwise.

83. The beams of any hatch in use for the work referred to in Regulation 53 hereof shall, if not removed, be adequately secured to prevent their displacement.

84. When cargo is being loaded or unloaded by a fall at a hatchway a signaller shall be employed, and where more than one fall is being worked at a hatchway a separate signaller shall be employed to attend to each fall:

Provided—

- (i) That this regulation shall not apply in cases where the driver of the crane or winch working the fall has a clear and unrestricted view of those parts of the hold where work is being carried on, nor to cases where transporters or grabs are used in a hold and no persons are working therein.
- (ii) That where the Chief Surveyor of Ships is of opinion that, owing to the nature of the crane or winch or other appliance in use, or by reason of any special arrangements, the requirements of this regulation are not necessary for the safety of persons employed he may by certificate in writing (which he may in his discretion revoke) suspend such requirements subject to such conditions as may be specified in such certificate.

85. When cargo is being shipped on or discharged from lighters sufficient space shall be left below for the convenience of the men engaged in the work, and if there is any dispute as to the space the matter shall be decided by a Surveyor of Ships or other officer appointed for the purpose of these regulations.

86. If any dispute shall arise as to the number of gangs of men that can safely work in a hold the matter shall be decided by a Surveyor of Ships or other officer appointed for the purpose of these regulations, and the men employed in the gangs shall work in accordance with his decision.

87. If complaint is made to a Surveyor of Ships or other officer appointed for the purpose of these regulations that a man is unfit to work cargo through being under the influence of liquor, or if a Surveyor or such other officer is of opinion that a man is unfit from such cause to work cargo, he may prohibit such man from working for such period as he considers necessary under the circumstances, and the other members of the gang shall continue to carry on work.

88. If a Surveyor of Ships or other officer appointed for the purpose of these regulations considers it necessary for the safety of those working cargo below deck on a ship that "chipping" should not be carried on on the ship while cargo is being worked, he may instruct the master that it must be discontinued for such time as the Surveyor of Ships thinks necessary, and the master shall see that such instructions are carried out forthwith.

89. When cargo is being worked on board a ship the master thereof shall see that the following things are done, viz. :—

(1) There shall be a fore-and-aft space of at least 11 ft. between the fore or after end of hatch-coamings and the nearest thwartship-beam, or between cross-beams; and, where necessary, sufficient hatch-beams shall be unshipped and moved clear of the hatchways to give such space: Provided that in vessels whose hatches are less than 11 ft. fore-and-aft measurement all thwartship-beams and fore-and-afters in the hatchways shall be unshipped and moved clear of the hatchways. All hatchway-beams which are not unshipped must be properly secured to prevent their becoming unshipped should a sling of cargo catch underneath them: Provided further that hatchway-beams need not be unshipped when coal is being shipped into the hatchways in bulk.

(2) The deck approaches to hatch-ladders shall be kept clear of all obstructions.

(3) All pipes which are laid above the surface of the deck shall be properly covered up so as not to be an obstruction or impediment to men working on deck, or a source of danger to the person operating the winch.

(4) The strops of all baskets used in working cargo shall be thoroughly examined at least once a month, and restropped when necessary, and an entry of such examination shall be made in the official log in the case of vessels on which such log is kept.

(5) A supply of pure drinking-water shall be provided and kept in proper receptacles for the use of the men engaged in working cargo.

90. If any person engaged in working cargo in a hold of a ship complains to a Port Health Officer that the condition of such hold is insanitary, such officer shall examine the hold, or cause the same to be examined by a competent person. If in the opinion of the Port Health Officer the condition of the hold is insanitary, he shall, by notice in writing served on the master of the ship, require the master to take all steps necessary to remedy the conditions of the hold, and in particular to take such steps as may be specified in the notice, and the master shall forthwith comply with such notice. At ports where there is no Port Health Officer the Marine Department may appoint officers to whom complaints may be made, and such officers shall exercise the duties and have the powers of Port Health Officers for the purposes of this regulation.

91. All persons having control of hydraulic cranes which are used in working cargo on vessels shall see that the levers have the pins in proper working-order.

92. All motors, cog-wheels, chain and friction gearing, shafting, live electric conductors, and steam-pipes shall (unless it can be shown that by their position and construction they are equally safe to every person employed as they would be if securely fenced) be securely fenced so far as is practicable without impeding the safe working of the ship.

93. Cranes and winches shall be provided with such means as will reduce to a minimum the risk of the accidental descent of a load while being raised or lowered; in particular, the lever controlling the link motion reversing-gear of a crane or winch shall be provided with a suitable spring or other locking arrangement.

94. The driver's platform on every crane or tip driven by mechanical power shall be securely fenced and shall be provided with safe means of access. In particular, where access is by a ladder,—

- (a) The sides of the ladder shall extend to a reasonable distance beyond the platform, or some other suitable handhold shall be provided;
- (b) The landing-place on the platform shall be maintained free from obstruction;
- (c) In cases where the ladder is vertical and exceeds 30 ft. in height, a resting-place shall be provided approximately midway between the platform and the foot of the ladder.

Vessels in Dock or on Slip or undergoing Overhaul or Repair.

95. When a ship is in a dock or on a slip the propeller shall not be turned until the foreman in charge of the men working on the ship has advised the engineer in charge of the ship's engines that the men working on planks or in the ship are clear of the propeller and that it may be turned.

96. When any boiler on a ship is being cleaned the engineer in charge shall see that the stop-valve of such boiler is locked shut during the whole of the time that the work is being carried out in order to obviate the danger of steam being turned into it, and such engineer shall see that the temperature of the boiler does not exceed 100° Fahrenheit while men are employed in it.

97. (a) A sufficient supply of sound and substantial material shall be available in a convenient place or places for the construction of staging.

(b) All staging shall (i) be securely constructed of sound and substantial material, and shall be maintained in such condition as to ensure the safety of all persons employed; (ii) be inspected at regular and frequent intervals by a Surveyor of Ships or other officer appointed for the purpose.

(c) All planks intended to be used for staging shall—

(i) Be carefully examined before being taken into use,

(ii) Be re-examined before they are used again after the stages have been dismantled,—

by a person qualified to detect faults in timber.

98. If any upright forming part of the staging is used as a lead for a block for hoisting material, it shall—

- (a) Be fitted with a cross-piece at the base and be properly housed in the ground to prevent its rising ;
- (b) Be suitably protected against damage by the action of the chain or wire to which the block is attached.

All planks forming a rising stage at the bow end of the ship shall be securely fastened to prevent slipping, and all planks forming other stages shall be so fastened unless they extend 18 in. or more beyond the inside edge of the thwart or support on which they rest.

99. (a) All stages shall be of sufficient width, as is reasonable in all the circumstances of the case, to secure the safety of the persons working thereon. In particular, no stage at a height of 6 ft. or more above the ground, dock-bottom, deck, or tank-top, and used in repair work, shall be less than 18 in. wide.

(b) Planks supported on the rungs of ladders shall not be used to support stages.

(c) Stages suspended by ropes or chains shall be secured as far as possible so as to prevent their swinging.

100. All staging suspended on the inside of the ship, staging supported by brackets, the staging on the outside of the ship at the fore and after ends, and, where there is a gap in the stage caused by the inside uprights, the plank in the way of such gap, shall be erected and adjusted by staging gangs, specially, though not necessarily exclusively, employed for the purpose.

101. When any stage, other than a stage used in the ordinary routine of painting-work, is in use at a height exceeding 12 ft. above the ground, dock-floor, deck, or tank-top, as the case may be, it shall be provided with man-ropes extending the full length of the stage, and effectively secured at a height of 3 ft. from the stage.

102. Ladders as a means of access to stages shall be provided, and shall be so secured as to prevent slipping.

103. (1) In every case where there occurs any accident causing death or serious injury to any person engaged in loading or discharging or handling cargo or coal, or in repair, overhaul, or repair work on a ship, the person having the control or management of the work in connection with which the accident occurred shall forthwith after such accident deliver to the Superintendent of Mercantile Marine written notice of the same on the prescribed form.

(2) In every case of breakage or failure of any derrick, chain, sling, rope, or other appliance used in loading or discharging cargo or coal on or from ships, the person in charge of the work in connection with which the break or failure occurred shall, as soon as is reasonably possible thereafter, deliver to the Superintendent of Mercantile Marine written notice thereof on the prescribed form.

104. When a ship is in dock a gangway plank not less than 1 ft. 10 in. wide and extending from the ship to the dock-head shall, if practicable, be provided by the owner of such dock, and on one side of the plank there shall be a side-rail or stanchions with ropes hove taut through them, the top rail or rope being not less than 2 ft. 9 in. high. Such gangway shall be securely fixed. If the provision of a gangway is not practicable, other suitable and safe means of access shall be provided.

105. When men are working on a ship which is in dock or on a slip all latrines on the ship shall be kept locked, and all discharge pipes on the ship shall be so closed that no discharge can be made from them.

106. When persons are working on the outside of a ship the person in charge of the work shall have a man kept on deck whose duty it shall be to prevent interference with ropes fastened to the deck, to prevent anything from being thrown overboard which might injure the persons working on the side, and to take all steps necessary to minimize the risk arising from loose articles or materials being left about in any place from which they might fall on persons working or passing underneath.

107. It shall be the duty of the master of any ship in dock or on a slipway to take adequate steps to prevent any drainings of oil from running on to the floor of the dock or on to the slip-

way and to prevent any oil from being emptied into the pontoons or tanks of a floating-dock. All oil drained from such ship shall be placed by the master in special receptacles sitting in a tray at least a foot deep, and such receptacles shall be moved at least 500 ft. distant from any place where work is being carried on.

108. (1) No person shall commence repairs in an oil-tank or adjacent thereto, in a dock or on a slipway, which is required as hereinafter provided to have a certificate of test, until such certificate or a copy thereof has been delivered to the proprietor of such dock or slipway.

(2) Until the said certificate of test has been delivered as aforesaid no person shall bring near, or take into, any oil-tank any naked light, fire, or lamp other than a properly enclosed electric lamp, or apparatus of any kind for producing a light or spark, nor shall he enter any such tank, except for the purpose of testing the atmosphere or undertaking the necessary cleaning.

(3) If the cargo last contained in the oil-tank was oil with a flash-point below 73 degrees Fahrenheit (close test) a fresh certificate of test shall be obtained daily before work is commenced therein; and if during the course of such work any pipe or joint in the oil-tank is broken or any other risk of oil or oil-vapour entering it arises, work therein shall be suspended until a further certificate of test has been obtained.

(4) No naked lights, fires, or lamps other than properly enclosed electric lamps and no apparatus of any kind which might produce a light or spark shall be permitted in any part of a ship or barge which has been carrying oil as cargo until a certificate of test has been obtained in respect of that part: Provided that until any oil-tank has been opened, this clause shall not apply to any part of a ship or barge where naked lights were allowed when the ship or barge was at sea.

(5) Every certificate of test shall be posted as soon as may be in a conspicuous place where it can be easily read by all persons concerned.

(6) The proprietor of a dock or slipway may at any time prior to the commencement of such work demand from the master of the ship a certificate giving the flash-point of the fuel oil which is, or has been immediately prior to such commencement, in any tank or space on the ship; and the master shall forthwith supply such certificate.

(7) Clauses (2) and (4) of this regulation shall not apply to any ship or barge the oil-tanks of which have been cleaned and tested in accordance with these regulations and have not subsequently been used for carrying oil.

(8) For the purposes of this regulation—

“Oil” means petrol or petroleum oil:

“Oil-tank” means any tank, compartment, or space which contains or has contained any oil or any sludge, deposit, or residue therefrom:

“Certificate of test” means the certificate given by a competent analyst, in respect of an oil-tank or other part of a ship or barge which has been carrying oil as cargo, that he has carried out a test in an adequate and suitable manner for the presence of inflammable vapour, and found the space or spaces to be free therefrom.

(9) The provisions of paragraphs (1), (2), (4), (5), and (6) of this regulation shall apply to tanks which have contained fuel-oil, except that the certificate of test required shall be a certificate given by the person responsible for the execution of any work in the tank that he has carried out an adequate and suitable test, with an apparatus approved by a competent authority as accurate and reliable for determining the presence of any inflammable vapour, and has found the tank free therefrom.

109. Before any oil-tank is tested—

(a) All residual oil and any sludge or deposit therein shall be removed from any such tank which has contained petrol or petroleum, and where any person is employed in the cleaning of a tank which has contained oil with a flash-point below 73 degrees Fahrenheit (close test) he shall be provided with suitable breathing-apparatus consisting of a helmet or facepiece with necessary connections by means of which he can breathe outside air:

- (b) It shall be thoroughly steamed by means of steam jets for such period as will ensure the vaporization of all volatile oil:
- (c) After it has been steamed—(i) All covers of manholes and other openings therein shall be removed, and it shall be thoroughly ventilated, by mechanical or other efficient means, so as to ensure the removal of all oil vapour; and (ii) the interior surfaces shall, if any deposit remains thereon, be washed or scraped down.

110. Where work is being carried out on any oil-tank in respect of which a certificate of test is required under Regulation 108,—

- (a) No lamp other than suitable enclosed safety-lamps or electric lamps shall be used; and
- (b) No rivet or other fires and no naked lights shall be taken into the tank and, whenever practicable, heated rivets shall be passed through tubes:

Provided that any or all of the requirements of this regulation may be dispensed with on the written authority of the person giving the certificate of test under Regulation 108 hereof.

111. (a) Adequate ventilation to secure the removal of injurious fumes or gas shall be provided where, in any enclosed or confined space,—

- (i) Painting is being carried on;
- (ii) An oxy-acetylene burner or electric-welding apparatus is being used;
- (iii) Riveting is being carried on which is likely to give rise to injurious fumes;
- (iv) An acetylene-generating plant is installed.

(b) Rivet-fires shall not be taken into or used in a confined or enclosed space unless there is adequate natural ventilation to prevent the accumulation of fumes or gas.

112. An acetylene-generating plant or a cylinder containing dissolved or compressed acetylene or compressed oxygen shall not be installed or placed within 15 ft. of any boiler, furnace, or other source of heat.

113. Before any person attends or operates an acetylene-generating plant he shall be fully instructed in the working of the same, and a copy of the maker's instructions for such plants shall be available for his use at all times.

114. No person shall smoke in or take a naked light or a lamp, other than a properly enclosed electric lamp, into any acetylene-generator house, or in or into dangerous proximity to any acetylene-generating plant in the open air or on board a ship, unless such plant has been thoroughly cleansed and freed from any calcium carbide and acetylene gas.

115. Whenever practicable the charging and cleaning of acetylene-generators shall be done during daylight. Partially spent carbide shall not be recharged into a generator of the dipping type.

116. A prominent notice prohibiting smoking and the use of naked lights or lamps other than properly enclosed electric lamps shall be exhibited on or near every acetylene-generating plant whilst the same is charged or being cleaned.

117. A properly constructed and efficient back-pressure valve shall be provided and maintained in the acetylene-supply pipe between each burner or blowpipe and the acetylene-generator from which it is supplied. Such back-pressure valve shall be placed as near as practicable to the burner or blowpipe and shall be examined daily by the person using the burner or blowpipe.

118. Pipes for the supply of acetylene and oxygen to oxy-acetylene burners or blowpipes shall be of sound and suitable material, and such pipes shall be attached to the burner or blowpipe and other connections by means of suitable clips or other equally effective appliances.

119. Efficient reducing and regulating valves for reducing the pressure of the gases shall be provided and maintained in connection with all cylinders containing compressed or dissolved acetylene or oxygen whilst the gases from such cylinders are being used in any process of oxy-acetylene welding or cutting.

Lighters.

120. Deck cargo on lighters shall only be carried in such quantity and in such positions as may be permitted by a Surveyor of Ships.

121. Lighters other than self-propelled lighters employed in the shipping and discharge of cargo on and from ships in roadsteads shall carry at least two approved lifebuoys and sufficient lifebelts to give one for each person employed or carried on such lighter.

122. Every lighter engaged in connection with working cargo on, to, or from ships in roadstead harbours shall carry at least six red lights for signal purposes.

General as to loading, unloading, and handling of Cargo or Coal.

123. No person shall, unless duly authorized or in case of necessity, remove or interfere with any fencing, gangway, gear, ladder, hatch-covering, life-saving means or appliances, lights, marks, stages, or other things whatsoever required by these regulations to be provided. If removed, such things shall be restored at the end of the period during which their removal was necessary by the persons *last* engaged in the work that necessitated *such* removal.

124. The fencing required by these regulations shall not be removed, except to the extent and for the period reasonably necessary for carrying on the work of the dock or ship, or for repairing any fencing. If removed it shall be restored forthwith at the end of that period by the persons engaged in the work that necessitated its removal.

125. Every person employed shall use the means of access provided in accordance with these regulations, and no person shall authorize or order another to use means of access other than those provided in accordance therewith.

126. The General Harbour Regulations made by Order in Council dated the 17th day of May, 1927, and published in the *New Zealand Gazette* No. 30, of the 19th day of the same month, together with any amendments made thereto, shall be deemed to be incorporated in and shall form part of these regulations.

Explosives.

127. The master of every ship arriving at any harbour of the Dominion, having on board or intending to load explosives exceeding 55 lb. weight, shall hoist on such ship a red flag by day and a red light by night, and such ship shall remain at such part of the harbour as has been or shall hereafter be set aside as an explosives anchorage or berth during the time such explosives are on board.

128. No person shall land or ship explosives in any harbour, except at such places as may be from time to time appointed for that purpose.

129. (1) No person shall use any ship or boat to convey explosives to or from any ship in a harbour unless such ship or boat has been specially approved for that purpose by the Inspector of Explosives, which approval may at any time be altered, modified, or revoked.

(2) Every such ship or boat shall be provided with tarpaulins, and be properly housed over, and have a red flag flying when explosives exceeding 55 lb. are on board.

130. The owner or consignee of explosives which have been discharged from any ship shall cause the same to be conveyed to the magazine or place of safety appointed for that purpose immediately after their being so discharged.

131. No person shall receive on board or discharge explosives from any ship, except between sunrise and sunset :

Provided that a Surveyor of Ships may authorize the loading or discharge between sunset and sunrise of a quantity not exceeding 500 lb. of explosives under such conditions as may be imposed by him and specified in such authority.

132. No ship used as a storeship or place of safety for explosives shall lie alongside of any wharf, or anchor amidst the shipping, except by the written permission of the Harbourmaster, and during such time only as may be necessary for the purpose

of taking in or discharging such goods. Such ship shall be anchored or moored at such place within the harbour clear of the shipping as the Harbourmaster shall direct.

133. The master of any ship carrying explosives shall, while in any harbour in the Dominion, ensure that the rules for handling explosives in port made under the Explosives and Dangerous Goods Act, 1908, are strictly complied with.

134. The above clauses 127 to 133, both inclusive, of these regulations shall not apply to British merchant ships armed under the authority of the British Admiralty.

Petrol.

GENERAL.

135. (1) On or before the arrival in port of any petrol-ship the master or owner thereof shall inform the Harbourmaster of the quantity of petrol on board and the manner in which it is stowed.

(2) Prior to commencing loading or landing petrol on or from any petrol-ship the master or owner of such ship shall notify the Harbourmaster of his intention so to do, the time and place of such loading or landing, and the quantity which he proposes to load or land.

136. On or immediately prior to the arrival in port of any petrol-ship, and so long as the ship remains in port, the master shall—

(a) Display by day a red flag not less than 3 ft. square with a white circular centre 6 in. in diameter, and by night a red light at the masthead or where it can best be seen but not less than 20 ft. above the deck, and so that such flag or light is clear of all obstructions and clearly visible in all directions:

(b) When the vessel is berthed at any wharf or landing-place, exhibit, at the forward side of the gangway, a notice-board with the words "DANGER—NO SMOKING" printed in conspicuous lettering not less than 6 in. in size, and by night display a red light at the after side of the gangway, and a white light over the forward side, over the said notice-board.

137. While in port the master of every petrol-ship shall—

(a) Berth or moor the ship only at such wharf or place as may be approved by the Harbourmaster;

(b) Keep the holds and spaces containing petrol securely closed, except when opened for loading or unloading; and

(c) Cause the cargo, so far as it consists of petrol, to be unloaded with all possible despatch; and

(d) Ensure that the radio transmitting apparatus on the ship is not operated in any way.

138. The following requirements with respect to the landing or loading of petrol within the harbour shall be duly observed:—

(a) Before any petrol contained in casks, barrels, or other containers is landed, the holds of a petrol-ship having on board such containers shall be thoroughly ventilated, and, after all petrol has been removed from any petrol-ship, the holds and tanks shall be rendered free from inflammable vapour:

Provided that this regulation shall not be deemed to require to be free from inflammable vapour the tanks of a petrol-ship which leaves the harbour without delay after the discharge of petrol, or remains only for the purpose of taking on board bunkers, stores, or ballast, or for such other purposes as may be approved by the Harbourmaster and of which ship the tanks are closed down immediately after the discharge of such petrol.

(b) Petrol shall not be landed or loaded, except during daylight, which for the purpose of this regulation shall be deemed to be the period of each day from one hour before sunrise to one hour after sunset:

Provided that tank-ships which shall have commenced discharging or loading of petrol during daylight may be permitted by the Harbourmaster to continue discharging into reservoirs on shore or into tank-barges, or loading into their own tanks subject to such conditions as may be imposed by him, but should anything occur during such discharge or

loading to necessitate a repair to the plant pipes or connections or to interfere in any way with the uninterrupted discharge or loading of the petrol, such discharge or loading shall be discontinued until daylight.

(c) From the time when the holds or tanks of a petrol-ship are first opened for the purpose of loading or landing petrol until such time as all petrol shall have been loaded into or removed from such holds or tanks, and the holds or tanks shall have been securely closed down and, in the case of landing, rendered free from inflammable vapour as required by this regulation, there shall be no fire or artificial light on board such ship or at or near the place where the petrol is being loaded or landed :

Provided that this regulation shall not prevent the use of lamps, heaters, cookers, or other similar type of safe apparatus, electric or otherwise, so designed, constructed, and maintained as to be incapable of igniting inflammable vapour; and provided also that this regulation shall not be deemed to prohibit the discharging or loading of a petrol-ship under conditions approved by the Harbourmaster, by means of steam from her own boilers or power generated by electric motors or internal-combustion engines placed in a position away from cargo-holds and pump-rooms, or alternatively by means of electric motors so designed constructed, and maintained as to be incapable of igniting inflammable vapour and maintained in accordance with Lloyd's or other approved classification society's requirements.

(d) The owner, and in the case of a ship the master or owner, shall take adequate steps to prevent any person under his control from smoking at or near the place where petrol is being landed or loaded and to prevent any person engaged in such landing or loading from carrying fuses, matches, or any appliance whatsoever for producing ignition.

(e) All pipes and other appliances used in the landing or loading of petrol in bulk shall be free from leakage.

(f) No petrol shall be brought to the place of loading until the petrol-ship into which it is to be loaded is in readiness to receive it.

(g) No petrol shall be discharged or allowed to escape into the waters of the harbour.

(h) The owner or master shall take all due precautions for the prevention of accident by fire in landing or loading petrol.

(i) Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank-lids of a petrol-ship.

(j) Except with the approval of the Surveyor of Ships or Harbourmaster, the master or owner of a ship shall not permit chipping, scraping, or hammering of iron or steel on the ship while any hold which contains or has recently contained petrol is open, or while there is any petrol on deck.

139. Unless exempted by the Harbourmaster, the master of every petrol-ship shall ensure that sufficient motive power is maintained to enable the ship to be removed from her berth in case of fire.

140. Two or more petrol-ships shall not, except for purpose of transshipment, lie within 100 ft. of one another, unless, in the opinion of the Harbourmaster, it is impracticable to maintain such distance.

141. The master of every petrol-ship shall appoint a competent person on board such ship as a watchman until all petrol shall have been landed or loaded and the holds or tanks securely closed after loading, and shall at all times have on board a responsible person to carry out and give effect to the provisions of these regulations.

142. No vessel, floating-appliance, or coal-hulk having a donkey-boiler on deck shall lie alongside or in the vicinity of a petrol-ship while the fire under such boiler is alight and the compartments containing such petrol are open.

143. No petrol shall be loaded into any hold or compartment in which lamps or their fittings and appliances of any kind, or electric wiring, are fitted.

Special.

PETROL OTHERWISE THAN IN BULK.

144. In addition to General Regulations Nos. 135 to 143 inclusive hereof, the following regulations shall apply to petrol-ships arriving with, loading, or discharging petrol packed in containers or receptacles, and hereinafter referred to as "packed petrol."

145. The owner or master of a ship shall not permit packed petrol to be loaded on to or discharged from such ship—

- (a) Unless such petrol is loaded or discharged by means of wooden trays or box slings, or with such other means or appliances as may be approved by a Surveyor of Ships; or in the case of iron or steel drums by fibre rope slings only:
- (b) Unless and until the holds and spaces in which petrol is or has been stowed have been thoroughly ventilated.

146. A Surveyor of Ships may authorize the owner or master of any petrol-ship to load or unload general cargo after sunset into or from a hold or space other than those containing petrol, subject to the condition that only such lights as are incapable of igniting inflammable vapour shall be used in connection with the loading or unloading of such general cargo.

147. (1) The master or owner of a ship shall not permit any petrol to be loaded thereon below deck unless—

- (a) The holds have been surveyed and a certificate issued in writing by an Engineer-Surveyor of Ships, pursuant to the next succeeding regulation, certifying that the holds in which petrol is to be carried are suitable for such purpose:
- (b) Such holds are maintained in the condition in respect of which the certificate is issued:
- (c) Any other cargo carried in the hold containing petrol is stowed in such manner as to avoid damaging the receptacles containing petrol:
- (d) All hatchways or similar deck-openings from the holds or spaces in which petrol is stowed are provided with hatches or other coverings approved by a Surveyor of Ships:
- (e) A portable fire-extinguisher of the froth or foam type approved by the Chief Surveyor of Ships, and of not less than 2 gallons capacity, is provided and kept readily accessible to any place where petrol is stored in the event of an outbreak of fire. Such extinguishers shall be additional to those required by the Regulations for the Survey of Ships to be kept on the ship:
- (f) All petrol loaded on the ship is securely stowed:
- (g) Any smoke or gas helmet required to be provided on such ship is kept readily accessible in the event of an outbreak of fire.

(2) The master or owner of a petrol-ship shall not permit any petrol, or other cargo capable of causing ignition, to be taken into any hold containing explosives, nor shall he permit such petrol or cargo to be stowed near any stokehold or bunker bulkhead.

(3) A copy of the certificate required to be given for the purposes of paragraph (a) of clause (1) of this regulation shall be kept posted up by the master of the ship in the seamen's quarters and in the chart or wheel house.

148. (1) An Engineer-Surveyor of Ships may at any time, on the application of the master or owner of any ship, issue a certificate or license as to the ship's fitness to carry petrol thereon below deck.

(2) The issue of such certificate or license shall be subject to the following conditions:—

(a) That the bulkheads in each hold are of a design and construction approved by a Surveyor of Ships and are in good condition.

(b) That the holds and spaces in which petrol is to be stowed have been tested for gastightness and found in an airtight condition. If the floor of an accommodation space forms the top of the compartment the floor must be covered with an approved deck composition.

(c) That such ship is fitted with an electric-light system.

(d) Such other conditions as may, in the discretion of the Engineer-Surveyor of Ships, be imposed.

(3) Such certificate or license shall expire on the date of expiry of the ship's survey certificate, but may be withdrawn at any time prior to that date if the Chief Surveyor of Ships deems it necessary to do so.

149. (1) No petrol shall be conveyed, loaded, or discharged on or from a petrol-ship unless such petrol is contained in tanks, drums, tins, or other containers which are of such strength and construction as not to be liable to be broken or to leak, except in cases of gross carelessness or extraordinary accident.

(2) It shall be the duty of every member of the crew of a ship loading petrol, or any waterside worker assisting in such loading, forthwith to report to the master or officer in charge of the loading the presence of any leaky containers that may come under his observation.

(3) It shall be an offence against these regulations for any person to ship petrol, or to cause or allow petrol to be shipped, if to his knowledge any such petrol is escaping or is likely to escape from any container in which it is contained.

(4) It shall be an offence against these regulations for the master or owner of any ship to receive on board that ship any petrol if to his knowledge any such petrol is escaping or is likely to escape from any tin or other receptacle in which it is contained.

150. (1) A Superintendent of Mercantile Marine may, on the application of the master or owner of a ship, grant a license for the carriage of a limited quantity of petrol on approved deck spaces of such ship as deck cargo, subject to the following conditions:—

(a) That paragraph (c) of clause (2) of Regulation 148 of these regulations is complied with.

(b) That no such petrol is carried within 30 ft. of any galley funnel liable to omit dangerous sparks, or within 15 ft. of openings leading into the crew's quarters, the machinery or boiler spaces, or passenger cabins.

(c) That no such petrol is carried on any deck or part thereof set aside or available for passengers, or in the vicinity of the ship's lifeboats.

(2) Petrol when carried as deck cargo shall be efficiently protected from the direct rays of the sun.

(3) When petrol is carried as deck cargo conspicuous notices shall be posted up drawing attention to the danger arising from smoking or striking matches near the deck cargo.

(4) The license, when granted, shall be subject to the Deck Cargo Regulations, and a copy shall be kept posted in the chart-room or other place available to the crew.

151. (1) No packed petrol shall be loaded into any hold or space in a ship unless such hold or space is fitted with efficient ventilators, half of which shall extend to the bottom of such hold or space and the other half shall be practically flush with the deck. The short ventilators shall be labelled "outlet" or "to leeward," and the long "inlet" or "to windward." The ventilators shall be fitted with large cowl-heads and their openings with double fine brass-wire gauze.

(2) If the hold or space of a ship is allotted wholly to petrol, the ventilators shall be removed after loading and the hold or space sealed up. If petrol forms a proportion only of the total cargo in a hold or space, the ventilators shall be kept in place during the whole time the petrol is on board.

PETROL ON WHARVES.

152. No person shall deposit any petrol or cause or allow any petrol to be deposited on any wharf or in any shed on any wharf or on or in any place within 50 ft. of any wharf without the permission of the Harbourmaster or Wharfinger, and no person shall deposit any petrol or allow any petrol to remain on any such wharf or place at any time between sunset and sunrise, unless he has obtained in writing the permission of the Harbourmaster or Wharfinger to allow such goods to be placed or allowed to remain on such wharf or place.

153. Except with the written permission of the Harbourmaster or Wharfinger, no greater quantity of petrol shall be placed on any wharf other than can be handled in a period of one hour with the means of transport available.

154. No petrol shall be handled or deposited upon any wharf, or in any place within 50 ft. of any wharf, until notice-boards with conspicuous lettering not less than 6 in. in size and bearing the words " DANGER—NO SMOKING " have been erected in such conspicuous positions not less than 50 ft. from such petrol as to be visible from every point of access to such wharf or place.

155. When petrol is upon any wharf or in any place within 50 ft. thereof, no person shall smoke, or have in his possession or under his control any fire, or means of ignition, or light other than an approved safety-lamp, within 50 ft. of such petrol.

156. When any vessel is loading or unloading petrol, or any petrol is stored on any wharf, no person shall bring any locomotive, in which steam is generated by combustion in open fires, within 50 ft. of any such vessel or storage space.

157. The owner or other person entitled to receive delivery of any petrol for or from any vessel shall, if it is unloaded on any wharf or landing-stage, remove it from that wharf or stage with the utmost possible despatch.

158. Fires and lights other than electric filament and/or self-contained electric lamps, heaters, cookers, or other similar type of safe apparatus, so designed, constructed, and maintained as to be incapable of igniting petrol-vapour, shall not be used upon any wharf upon which petrol is being loaded or landed, or upon which petrol is lying.

PETROL IN BULK.

159. In addition to General Regulations Nos. 135 to 143 inclusive hereof, the following regulations shall apply to all ships arriving with, loading, or discharging petrol in bulk.

160. No petrol in bulk shall be unloaded alongside any wharf from any ship, or transferred to or from any ship, which has not been specially constructed for the carriage of petrol in bulk.

161. The master of any ship carrying petrol in bulk shall, unless exempted in writing by the Harbourmaster, immediately on the ship being berthed, have steel-wire hawsers sufficiently strong to enable the ship to be hauled away from the berth, placed over the fore and after ends of the ship and made securely fast on board, and such hawsers shall remain in position so long as any petrol is on board or until the ship has been cleansed and ventilated.

162. Lightning-conductors shall be fitted to each mast of all wooden petrol-ships and to each mast of steel petrol-ships if the masts of such petrol-ships are of wood.

163. The master or owner of any ship carrying petrol in bulk shall not commence the shipment or discharge of such cargo on or from such ship unless and until—

- (a) A barricade efficient to prevent access to the ship and pipe-line hose-connections by any unauthorized person has been erected to the satisfaction of the Harbourmaster ; and
- (b) A watchman has been stationed at each opening of such barricade to prevent the entrance of any unauthorized person and to take charge of matches or other articles for purposes of ignition from all persons entering the area barricaded ; and
- (c) All matches or other articles for purposes of ignition have been collected from the members of the crew and from all persons on the ship ; and
- (d) The arrangements for safety have been approved by the Harbourmaster.

164. Before any pumping of petrol is commenced on any ship the master or owner shall ensure that a competent signalling staff is in attendance both at the tank installation and on board such ship, or that direct uninterrupted telephonic communication between the same points is established for use during the period of pumping. The master or owner shall also detail a responsible person for attendance on the wharf to superintend the opening and closing of valves and for patrol of the pipe-line.

165. The following precautions in the loading or unloading of petrol in bulk shall be taken by the master of the ship :—

- (a) Pipes and hoses, constructed to be resistant to petrol and maintained in good order, free from leakage and gastight, shall be used for connecting from ship to shore installation.

(b) A non-return valve shall be placed immediately behind the connection between hose and shore installation pipe, and, where required by the Harbourmaster, at the shore end of the wharf also.

(c) When pumping ceases temporarily valves on ship and on shore pipe-line shall be closed.

(d) On completion of the loading or unloading, pipe-lines under any wharf shall be thoroughly cleared of petrol by flushing with water and shall be kept full of water.

(e) All openings in the tanks shall be closed gastight immediately on completion of loading or unloading.

(f) An adequate number of suitable drip-trays shall be provided for use under any valves and fittings which may be found leaking; an adequate supply of sawdust shall be available for use, if necessary, on the decks in the vicinity of such valves and fittings, and the scuppers shall be securely closed in order to prevent the escape of oil from the ship.

(g) No unauthorized person shall be permitted to be on board the ship while shipment or discharge is in progress.

166. The master of the ship shall ensure that the lids, screw-caps, or other removable coverings of the tanks shall be kept securely fastened, screwed down, and gastight, except so far as may be necessary to enable inspection, shipment, or discharge of the petrol to proceed: Provided that, immediately upon the removal of any lid, screw-cap, or other covering, or except during the actual operation of inspection, safety wire gauzes shall be properly fitted or other efficient steps taken, to the satisfaction of the Harbourmaster, to prevent the ignition of the petrol or any vapour therefrom.

Fuel Oil and Kerosene.

167. The provisions of Regulations 135, 136, 137, 142, and 143 of these regulations shall apply to ships loading, discharging, or carrying fuel oil or kerosene as cargo, whether in bulk or in containers, and the provisions of Regulation 149 of these regulations shall apply to kerosene in containers.

Petrol and Kerosene Exemption.

168. Nothing in these regulations shall apply in any case where the total quantity of petrol or kerosene loaded, transhipped, or discharged, or proposed to be loaded, transhipped, or discharged, on or from any ship on any occasion is less than 200 gallons.

Harbourmasters.

169. A candidate for the position of Harbourmaster at any port which requires a Harbourmaster whose whole time is devoted in connection with the harbour or pilotage must be a British subject of not less than twenty-five years of age, and must hold a foreign-going certificate of competency as master.

170. He must produce certificates to date of good conduct and sobriety, also medical certificate that he is in good health and not afflicted with any bodily infirmity rendering him unfit for the duties of the position.

171. He must also produce a recent form-and-colour-test certificate, as required by the latest Regulations for Examination of Masters and Mates.

172. Regulations 169 to 171 hereof shall not apply to ports where the Harbourmaster is not required to devote the whole of his time to duties of the position, or to the service of the Government or Harbour Board employing him.

Pilots.

173. Before any person can receive an appointment as a pilot he must pass before a Board an examination in the subjects and fulfil the conditions set forth below.

174. The Board shall be composed of not less than two nautical officers to be appointed by the Marine Department, each of whom shall possess a certificate of competency as master; at least one member of the Board must have a thorough knowledge of the harbour, river, or roadstead, and its approaches, in respect of which the candidate is to be examined.

175. (1) A candidate for the appointment of pilot must be a British subject and not less than twenty-three years of age, must hold a foreign-going certificate not lower than that of master, and must produce the certificates required by Regulations 170 and 171 hereof.

(2) He must be examined as to his knowledge of the General Harbour Regulations and By-laws, International Code of Signals, Quarantine Regulations, Regulations for the Prevention of Collisions at Sea, and of the working of ships in narrow water or among shipping.

(3) Also as to his first duty when going on board and before taking charge of a vessel; mooring, unmooring, and handling of ships; getting under way; bringing up in light and strong winds, or in a tide-way; keeping a ship clear of her anchor in a roadstead or river; and marks of the lead-line.

(4) Also as to his knowledge of the harbour, river, or roadstead and its approaches, the existing depths, the rise and fall of the tide, the rate and direction of the tidal stream at various stages of the tide, and any other sets and currents likely to be experienced; lines of soundings; banks, rocks, or other dangers, with directions for clearing the same; the description and position of lights, buoys, and beacons; the proper time of tide to get under way; and of any other nautical matter the Board may think proper.

(5) A candidate applying for the appointment of pilot in harbours or rivers to which only home-trade ships ply, or where vessels are piloted from shore by means of shore signals only, must have served at least one year as master or chief mate of a vessel or vessels which would be capable of entering such harbour, and must hold a certificate of competency as master, home-trade or of a higher grade, and must produce the certificates required by Regulations 170 and 171 hereof. He must also fulfil the qualifications set forth in paragraphs (2), (3), and (4) of this regulation.

General.

176. No person shall approach or bring any vessel alongside or within 200 yards of any wharf, quay, pier, jetty, or premises belonging to His Majesty or the Government of the Dominion erected or used in connection with defence-works or defence purposes, and in, on, or from which passengers or goods may be taken on board of or landed from ships or vessels, unless such person is duly authorized so to do by the Defence Officer in charge of such wharf.

177. Upon the arrival of any ship for the first time within any harbour the Harbourmaster shall give, or cause to be given, to the master thereof a copy of the General Harbour Regulations, and of the Harbour By-laws then existing and in force within such harbour, unless he shall have previously received them; and it shall be the duty of each Harbourmaster to see that the master of every ship is in possession of such copies.

178. Every master of a ship to whom such copies shall be given shall sign a receipt for the same, and deliver it to the Harbourmaster, and shall pay for the same such fee as may from time to time be prescribed thereon.

179. Except in cases where provision is otherwise made in that behalf, it shall be the duty of each Harbourmaster to see that the General Harbour Regulations and Harbour By-laws, so far as they are applicable to ships within the harbour at which he is stationed, are duly complied with, and to take such steps as may be necessary to prevent any breach or for enforcing the provisions thereof.

180. The Harbourmaster shall have a right of entry upon any ship or place within any harbour to search for and, if found, to extinguish any illegal fire or light therein, and to do all things that, and to give such orders as, he may consider necessary or expedient with a view to the safety and interest of the whole of the shipping and of the harbour.

181. If any person fails, refuses, or neglects to do anything required by these regulations, or in any manner obstructs, impedes, or interferes with the doing of anything enjoined or authorized to be done, or wilfully does anything prohibited by these regulations, every such person in any case so offending shall be liable to a penalty not exceeding £100, except where otherwise in these regulations provided.

182. Nothing contained in these regulations shall be deemed to apply to any ship, boat, or other property of His Majesty, or to any ship-of-war of any foreign nation, or to any gunpowder or explosives in charge of officers in the service of the Government of the Dominion, during the performance of the duties of their office: Provided that any such officer shall, before shipping or discharging any such gunpowder or explosives, notify the Harbourmaster of his intention so to do.

183. Every Harbour Board shall supply and keep readily accessible on every wharf which is under its control, and on or from which cargo is landed or shipped, a stretcher for use in case of accident in the hold or holds of any ship berthed thereat: Provided that this regulation shall not apply to small wharves and jetties at which coastal or overseas ships do not berth: Provided further that where two wharves subject to this regulation are within half-a-mile distant from each other, it shall be deemed to be a compliance with this regulation if one such stretcher is kept ready and available for use on either of such wharves.

184. The stretcher shall be constructed to the specification of the St. John Ambulance Society, and provided with slings so as to enable it to be safely lifted from the ship's hold by the ship's or shore lifting-gear, and no injured person shall be lifted by any other means.

185. Any Harbour Board or person failing to comply with the requirements of Regulations 183 and 184 hereof shall be liable to a fine of £20.

SECOND SCHEDULE.

GENERAL HARBOUR REGULATIONS REVOKED.

Date of Regulations.	Date of Publication in <i>Gazette</i> .	Page.
5th June, 1883, Schedule A, Rules 1-49	7th June, 1883 ..	744
1st February, 1892 ..	11th February, 1892 ..	295
26th February, 1895 ..	28th February, 1895 ..	409
5th July, 1897 ..	8th July, 1897 ..	1288
26th June, 1899 ..	29th June, 1899 ..	1211
31st July, 1899 ..	3rd August, 1899 ..	1407
4th December, 1899 ..	7th December, 1899 ..	2222
23rd September, 1901 ..	26th September, 1901 ..	1893
4th November, 1901 ..	7th November, 1901 ..	2151
28th February, 1903 ..	12th March, 1903 ..	734
4th July, 1904 ..	7th July, 1904 ..	1685
8th October, 1906 ..	11th October, 1906 ..	2653
21st June, 1909 ..	1st July, 1909 ..	1722
3rd November, 1909 ..	11th November, 1909 ..	2899
31st May, 1911 ..	8th June, 1911 ..	1880
19th September, 1911 ..	21st September, 1911 ..	2817
24th August, 1914 ..	27th August, 1914 ..	3240
13th August, 1917 ..	16th August, 1917 ..	3226
2nd August, 1920 ..	5th August, 1920 ..	2334
28th September, 1921 ..	29th September, 1921 ..	2422
14th November, 1921 ..	17th November, 1921 ..	2783
21st August, 1922 ..	24th August, 1922 ..	2273
1st June, 1925 ..	4th June, 1925 ..	1839
6th July, 1925 ..	9th July, 1925 ..	2046
20th July, 1925 ..	23rd July, 1925 ..	2124
11th March, 1927 ..	17th March, 1927 ..	644
6th December, 1927 ..	15th December, 1927 ..	3684
30th July, 1928 ..	2nd August, 1928 ..	2314
19th October, 1929 ..	24th October, 1929 ..	2710
22nd September, 1930 ..	25th September, 1930 ..	2838

C. A. JEFFERY,

Acting Clerk of the Executive Council.

Order in Council consenting to the Borrowing by the Port Chalmers Fire Board of the Sum of £140 by way of Bank Overdraft.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS the Port Chalmers Fire Board (hereinafter called the "said local authority") being desirous of borrowing by way of bank overdraft the sum of one hundred and forty pounds (£140) by a loan to be known as "Fire Engine Loan, 1934" (hereinafter called "the said loan"), for the purpose of completing the purchase of a Ford AA second-hand fire engine from the Wellington Fire Board, has complied with the provisions of the Local Government Loans Board Act, 1926 (hereinafter called "the said Act"), and it is expedient that the precedent consent of the Governor-General in Council, as required by the said Act, should be given to the borrowing as aforesaid :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, and in pursuance and exercise of the powers and authorities conferred on him by section eleven of the said Act, as set out in section twenty-nine of the Finance Act, 1932 (No. 2), and of all other powers and authorities enabling him in this behalf, doth hereby consent to the borrowing by the said local authority for the said purpose of the said loan by way of bank overdraft up to the amount of one hundred and forty pounds (£140), and in giving such consent doth hereby determine as follows :—

(1) The term for which the said loan may be borrowed shall not exceed two (2) years.

(2) The rate of interest payable from time to time in respect of the said loan shall not exceed the current bank overdraft rate to best customers.

(3) The said loan shall be repaid by annual instalments of principal of not less than seventy pounds (£70) during the first year of the currency of the loan and the balance in the last year.

(4) No amount payable as interest in respect of the said loan shall be paid out of loan-money.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(T. 49/264.)

Order in Council consenting to the Raising of a Loan of £41,360 by the Taumarunui Borough Council and prescribing the Conditions thereof.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS the Taumarunui Borough Council (hereinafter called "the said local authority"), being desirous of raising the sum of forty-one thousand three hundred and sixty pounds (£41,360) by a loan to be known as "Special Conversion Loan, 1935" (hereinafter called "the said conversion loan"), for the purpose of converting before maturity date the outstanding liability in respect of a loan of forty-seven thousand pounds (£47,000), domiciled in Sydney, which matures on the first day of August, one thousand nine hundred and forty-three, has complied with the provisions of the Local Government Loans Board Act, 1926 (hereinafter called "the said Act"), and it is expedient that the precedent consent of the Governor-General in Council, as required by the said Act, should be given to the raising of the said conversion loan :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, and in pursuance and exercise of the powers and authorities conferred on him by section eleven of the said Act, as set out in section twenty-nine of the Finance Act, 1932 (No. 2), and of all other powers and authorities enabling him in this behalf doth hereby consent to the raising by the said local authority of the said conversion loan for the said purpose up to the

amount of forty-one thousand three hundred and sixty pounds (£41,360), and in giving such consent doth hereby determine as follows :—

(1) That the said conversion loan shall be repaid within a period of twenty-five (25) years from the date of conversion.

(2) That the rate of interest payable in respect of the conversion debentures issued in respect of the said conversion loan shall not exceed four pounds five shillings (£4 5s.) per centum per annum.

(3) That the said local authority shall provide for the repayment of the said conversion loan by establishing a sinking fund of which the Public Trustee shall be the Commissioner, and by paying thereto each half-year during the currency of the loan a sum of four hundred and sixty-one pounds two shillings (£461 2s.), such sum to be increased each half-year by an amount equivalent to two pounds two shillings and sixpence (£2 2s. 6d.) per centum of all debentures deemed as provided for in condition (4) hereunder up to an including the previous redemption date.

(4) That the said conversion loan shall be repaid from the sinking fund created and augmented in accordance with conditions (3) and (6) hereof by payments made on the dates and in the amounts specified hereunder :—

SCHEDULE OF REDEMPTIONS.

Year.	1st March.	1st September.	Year.	1st March.	1st September.
	£	£		£	£
1935	..	760	1949	..	800
1936	..	500	1950	..	900
1937	..	500	1951	..	900
1938	..	500	1952	..	900
1939	..	600	1953	..	1,000
1940	..	600	1954	..	1,000
1941	..	600	1955	..	1,100
1942	..	600	1956	..	1,100
1943	..	700	1957	..	1,200
1944	..	700	1958	..	1,300
1945	..	800	1959	..	1,300
1946	..	700	1960	..	1,400
1947	..	800			
1948	..	800			
			Total	..	£41,360

(5) That in order to effect conversion the said local authority may pay a premium of one thousand seven hundred and twenty pounds (£1,720) which shall be paid from the accumulated sinking fund.

(6) That the sinking fund accumulated at the date of conversion shall be applied by the Public Trustee as Sinking Fund Commissioner as follows :—

(a) In payment by way of premium of a sum not exceeding one thousand seven hundred and twenty pounds (£1,720) in accordance with Condition No. 5 hereof.

(b) In payment of costs of conversion of a sum not exceeding one hundred and eighty pounds (£180).

(c) In augmentation of the sinking fund to be created for the said conversion loan in accordance with Condition No. 3 hereof.

(7) That the payment of interest and repayment of principal in respect of the said conversion loan shall be made in New Zealand.

(8) That the rate payable for brokerage, underwriting, and procuracy fees in respect of the said conversion loan or any part thereof shall not in the aggregate exceed one-quarter per centum of any amount raised.

(9) That no moneys shall be borrowed under this consent after the expiration of two years from the date hereof.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(T. 49/304/5.)

Order in Council consenting to the Raising of a Loan of £19,200 by the Invercargill Fire Board and prescribing the Conditions thereof.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS the Invercargill Fire Board (hereinafter called "the said local authority") being desirous of raising the sum of nineteen thousand two hundred pounds (£19,200) by a loan to be known as "Redemption Loan, 1935" (hereinafter called "the said loan"), for the purpose of redeeming the outstanding liability in respect of two loans of £20,000 and £2,400, which mature on the first day of April, one thousand nine hundred and thirty-five, has complied with

the provisions of the Local Government Loans Board Act, 1926 (hereinafter called "the said Act"), and it is expedient that the precedent consent of the Governor-General in Council as required by the said Act should be given to the raising of the said loan:

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, and in pursuance and exercise of the powers and authorities conferred on him by section eleven of the said Act, as set out in section twenty-nine of the Finance Act, 1932 (No. 2), and of all other powers and authorities enabling him in this behalf, doth hereby consent to the raising by the said local authority of the said loan for the said purpose up to the amount of nineteen thousand two hundred pounds (£19,200), and in giving such consent doth hereby determine as follows:—

(1) The term for which the said loan or any part thereof may be raised shall be twenty-five (25) years.

(2) The rate of interest that may be paid in respect of the said loan or any part thereof shall be such as shall not produce to the lender or lenders a rate exceeding three pounds ten shillings (£3 10s.) per centum per annum.

(3) The said local authority shall, before raising the said loan, make provision for the repayment thereof by establishing a sinking fund under the Local Bodies' Loans Act, 1926, or under such other statutory enactment as may be applicable, and shall thereafter make payments to such sinking fund at intervals of not more than one year at a rate which shall be not less than three pounds fifteen shillings (£3 15s.) per centum, such payments to be made in respect of the whole of the said loan for the full term thereof, the first payment to be made not later than one year after the first day from which interest to the lender is computed on the said loan.

(4) The said loan shall be repaid by instalments of principal of three thousand eight hundred and forty pounds (£3,840) at the end of each five-yearly period during the currency of the loan, commencing from the first day of April, one thousand nine hundred and thirty-five.

(5) The rate payable for brokerage, underwriting, and procuration fees in respect of the raising of the said loan or any part thereof shall not in the aggregate exceed one-half per centum of any amount raised.

(6) The payment of interest and repayment of principal in respect of the said loan shall be made in New Zealand.

(7) No moneys shall be borrowed under this consent after the expiration of two years from the date hereof.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(T. 49/250.)

Order in Council consenting to the Raising of a Loan of £3,700 by the Napier Harbour Board, and prescribing the Conditions thereof.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS by the Napier Harbour Board Empowering and Loan Act, 1914, the Napier Harbour Board (hereinafter called "the Board") was empowered to construct harbour works in connection with the Inner Harbour portion of the Harbour of Napier, and was further empowered to borrow a sum of money not exceeding in the aggregate three hundred thousand pounds (£300,000) in respect of such works:

And whereas pursuant to the provisions of the said Act and of the Napier Harbour Board Empowering and Vesting Act, 1917, the Board proceeded with the said works and has borrowed certain moneys therefor:

And whereas by Order in Council made on the sixth day of October, one thousand nine hundred and twenty, and published in the *New Zealand Gazette* No. 85 of the 14th idem, at page 2851, consent was given to the raising by the Board of the sum of two hundred and fifty thousand pounds (£250,000) for the purpose of the said works:

And whereas section four of the Napier Harbour Board Empowering Loan and Constitution Amendment Act, 1927, made it unlawful for the Board to further exercise the borrowing authority conferred by the aforesaid 1914 Act, except in so far as the borrowing of further moneys is sanctioned by the Local Government Loans Board:

And whereas by section nine of the Local Authorities Interest Reduction and Loans Conversion Amendment Act, 1934, the consent given by the said Order in Council was revoked in so far as the authority conferred thereby had not

been exercised, and it is not now lawful or competent for the Board to borrow any moneys to which such consent relates except in accordance with the provisions of an Order in Council under section eleven of the Local Government Loans Board Act, 1926:

And whereas the amount of the authority conferred by such consent which has not been exercised is six thousand seven hundred pounds (£6,700), and it is expedient to authorize the Board to borrow a part—viz., three thousand seven hundred pounds (£3,700) thereof, on the conditions hereinafter mentioned, for the purpose of carrying out further dredging work in the Inner Harbour:

And whereas the sanction of the Local Government Loans Board to such further borrowing for the purpose stated was given by resolution passed on the fourteenth day of December, one thousand nine hundred and thirty-four:

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, and in pursuance and exercise of the powers and authorities conferred on him by section eleven of the Local Government Loans Board Act, 1926, and by section nine of the Local Authorities Interest Reduction and Loans Conversion Amendment Act, 1934, and of all other powers and authorities enabling him in this behalf, doth hereby consent to the borrowing by the Board of the said sum of three thousand seven hundred pounds (£3,700) or any part thereof for the stated purpose, and in giving such consent doth hereby determine as follows:—

(1) The term for which the said sum or any part thereof may be borrowed shall be twenty (20) years.

(2) The rate of interest that may be paid in respect of the said sum or any part thereof shall be such as shall not produce to the lender or lenders a rate exceeding three pounds ten shillings (£3 10s.) per centum per annum.

(3) The said sum or any part thereof together with interest thereon shall be repaid by equal annual or half-yearly instalments extending over the term as determined in (1) above.

(4) The payment of such instalments shall be made in New Zealand, and no such instalment shall be paid out of loan-money.

(5) The rate payable for brokerage, underwriting, and procuration fees in respect of the borrowing of the said sum or any part thereof shall not in the aggregate exceed one-half per centum of any amount raised.

(6) No moneys shall be borrowed under this consent after the expiration of two years from the date hereof.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(T. 40/562/16.)

Order in Council prescribing the Rate of Interest in respect of £1,700 of the Nelson Fire Board's Loan of £8,500.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present:

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

WHEREAS by Order in Council made on the twenty-seventh day of August, one thousand nine hundred and thirty-four, and subject to the determinations as to borrowing and repayment therein set out, consent was given to the raising by the Nelson Fire Board (hereinafter called "the said local authority") of the sum of eight thousand five hundred pounds (£8,500) by a loan to be known as "Loan No. 1, 1934," of which the sum of one thousand seven hundred pounds (£1,700), (hereinafter called "the said sum") has not yet been raised:

And whereas the determinations aforesaid included (*inter alia*) interest at a rate not exceeding three pounds fifteen shillings (£3 15s.) per centum per annum in respect of the said sum:

And whereas by section nine of the Local Authorities Interest Reduction and Loans Conversion Amendment Act, 1934, it is not now lawful for the said local authority to raise the said sum at a rate of interest exceeding three and one-half per centum per annum, subject, however, to the proviso that nothing therein shall restrict the power conferred on the Governor-General in Council by section eleven of the Local Government Loans Board Act, 1926, to prescribe a different rate of interest in respect of the said sum:

And whereas it is expedient to prescribe a rate of interest not exceeding three and three-quarters per centum per annum in respect thereof:

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, and in pursuance and exercise of the powers and authorities conferred on him by section eleven of the Local Government Loans Board Act, 1926, and by section nine of the Local Authorities Interest Reduction and Loans Conversion Amendment Act, 1934, and of all other powers and authorities enabling him in this behalf, doth hereby prescribe that the rate of interest that may be paid in respect of the said sum or any part thereof shall be such as shall not produce to the lender or lenders a rate exceeding three and three-quarters ($3\frac{3}{4}$) per centum per annum.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(T. 49/581.)

The Western Side of Portion of Exeter Street and the Eastern Side of Portion of Teignmouth Street, in the Borough of Green Island, exempted from the Provisions of Section 128 of the Public Works Act, 1928, subject to a Condition as to the Building-line.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Act, 1928, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby approve of the following resolution passed by the Green Island Borough Council on the sixth day of November, one thousand nine hundred and thirty-four, viz. :—

“ That the Green Island Borough Council, being the local authority having control of the streets in the Borough of Green Island, by resolution declares that the provisions of section one hundred and twenty-eight of the Public Works Act, 1928, shall not apply to those streets known as Exeter Street and Teignmouth Street adjoining Allotments 63 and 49, Township of Abbotshill ” ;

subject to the condition that no building or part of a building shall at any time be erected on the land fronting the western side of the portion of Exeter Street, or on the land fronting the eastern side of the portion of Teignmouth Street (described in the Schedule hereto) within a distance of thirty-three feet from the centre-lines of the said portions of streets.

SCHEDULE.

THE western side of all that portion of street, situated in the Otago Land District, Borough of Green Island, known as Exeter Street, fronting Allotment 63, Block I, Township of Abbotshill.

Also the eastern side of all that portion of street in the said land district and borough known as Teignmouth Street, fronting Allotment 49, Block I, Township of Abbotshill.

As the said portions of streets are more particularly delineated on the plan marked P.W.D. 88621, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(P.W. 51/839.)

The Western Side of Portion of Randwick Road, in the Borough of Lower Hutt, exempted from the Provisions of Section 128 of the Public Works Act, 1928.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Act, 1928, and of all other powers in anywise enabling him in this behalf, His Excellency the

Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby approve of the following resolution passed by the Lower Hutt Borough Council on the seventeenth day of December, one thousand nine hundred and thirty-four, viz. :—

“ That the Lower Hutt Borough Council, being the local authority in whom the fee-simple of all streets in the borough is vested, hereby declares that the provisions of section one hundred and twenty-eight of the Public Works Act, 1928, shall not apply to the Randwick Road frontage of Stable Securities' Subdivision as shown on the plans attached hereto ; ”

the portion of street affected being more particularly described in the Schedule hereto.

SCHEDULE.

THE western side of all that portion of street in the Wellington Land District, Borough of Lower Hutt, known as Randwick Road, fronting part Lots 5 and 6, Deeds Plan 188, being part Section 11, Hutt R.D., Block XIV, Belmont Survey District. As the said portion of street is more particularly delineated on the plan marked P.W.D. 88754, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(P.W. 51/1312.)

The South-eastern Side of Portion of Franklin Street, in the Borough of Thames, exempted from the Provisions of Section 128 of the Public Works Act, 1928, subject to a Condition as to the Building-line.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 9th day of January, 1935.

Present :

THE RIGHT HON. G. W. FORBES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Act, 1928, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby approve of the following resolution passed on the thirtieth day of November, one thousand nine hundred and thirty-four, viz. :—

“ I, Clarence Lyel Grange, Borough Commissioner, acting for the body corporate called the Mayor, Councillors, and Burgesses of the Borough of Thames, being the local authority having control of the streets in the Borough of Thames, by resolution declare that the provisions of section one hundred and twenty-eight, subsection one, of the Public Works Act, 1928, shall not apply to the south-east side of Franklin Street adjoining Lots 298, 299, 300, and 301 of the subdivision of the Waitangirua Block in the Borough of Thames (coloured green on plan) ” ;

subject to the condition that no building or part of a building shall at any time be erected on the land fronting the south-eastern side of the portion of Franklin Street (described in the Schedule) within a distance of thirty-three feet from the centre-line of the said portion of street.

SCHEDULE.

THE south-eastern side of all that portion of street, situated in the Auckland Land District, Borough of Thames, known as Franklin Street, adjoining Lots 298, 299, 300, and 301 of the subdivision of Waitangirua Block. As the said portion of street is more particularly delineated on the plan marked P.W.D. 88780, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured green.

C. A. JEFFERY,
Acting Clerk of the Executive Council.

(P.W. 51/1950.)

Appointments, Promotions, Transfers, and Retirements of Officers of the N.Z. Military Forces.

Department of Defence,
Wellington, 12th January, 1935.

HIS Excellency the Governor-General has been pleased to approve of the following appointments, promotions, transfers, and retirements of officers of the New Zealand Military Forces:—

THE WAIKATO MOUNTED RIFLES.

Lieutenant E. J. McGregor, M.C., to be Captain. Dated 1st September, 1934.

THE WAIKATO REGIMENT.

The undermentioned Lieutenants to be Captains:—

G. H. Whyte, 1st Battalion. Dated 1st September, 1934.
L. I. Day, 1st Cadet Battalion. Dated 2nd September, 1934.

G. U. Martin, 1st Cadet Battalion. Dated 3rd September, 1934.

THE WELLINGTON WEST COAST REGIMENT.

Lieutenant O. H. Burford, 1st Battalion, is transferred to the Reserve of Officers, Class I (b), R.D. 6. Dated 19th December, 1934.

The undermentioned to be 2nd Lieutenants, and are posted to the 1st Battalion. Dated 23rd August, 1934:—

Kenneth Henry Lazarus.
Leatham John Cawthron Rutherford.
Edward Hamish Simpson.
Robert Stanley Parr.

THE SOUTHLAND REGIMENT.

Captain D. F. Leckie, 1st Battalion, to be Major. Dated 1st September, 1934.

Captain I. O. Manson, 1st Battalion, is transferred to the Reserve of Officers, Class I (b), R.D. 12. Dated 4th December, 1934.

N.Z. MEDICAL CORPS.

Lieutenant J. P. Donald, M.B., attached 2nd Composite Company, N.Z. Army Service Corps, to be Captain. Dated 10th September, 1934.

N.Z. CHAPLAINS DEPARTMENT.

J. S. Bladin, Chaplain, 4th Class (Salvation Army), is posted to the Retired List with permission to retain his rank and wear the prescribed uniform. Dated 7th December, 1934.

JOHN G. COBBE, Minister of Defence.

Deputy Registrars of Marriages, &c., appointed.

Registrar-General's Office,
Wellington, 15th January, 1935.

IT is hereby notified that the undermentioned persons have been appointed to be the Deputies of the Registrars of Marriages and of Births and Deaths for the districts set respectively opposite their names, viz.:—

Name.	District.
Leonard George Gower	Hokitika.
Thomas Leslie Floyd	Reefton.
Thomas Axel Knutson	Martinborough.
Bertram Ray Rhodes	Mamaku.
Eric Russell Farrell	Kohukohu.
Ernest Charles Hardie	Petone.*
Richard Thomas Stitt	Kaitaia.
Harold Albert Perfect	Maungakareama.

* Births and Deaths only.

G. G. HODGKINS, Deputy Registrar-General.

Appointments in the Public Service.

Office of the Public Service Commissioner,
Wellington, 15th January, 1935.

THE Public Service Commissioner has made the following appointments in the Public Service:—

Allan Leslie Tresidder,

to be Registrar of Births and Deaths of Maoris at Whangarei, as from the 4th day of January, 1935.

Maxwell Roy Mildon,

to be Registrar of Births and Deaths of Maoris at Kawakawa, as from the 27th day of December, 1934.

Ernest Charles Hardie,

to be Registrar of Births and Deaths of Maoris at Petone, as from the 28th day of December, 1934.

Richard Thomas Stitt,

to be Registrar of Births and Deaths of Maoris at Awanui, as from the 5th day of January, 1935.

Harold Albert Perfect,

to be Registrar of Births and Deaths of Maoris at Maungakareama, as from the 4th day of January, 1935.

John Cuthbert Cooper,

to be an Inspector for the purposes of the Stock Act, 1908, the Noxious Weeds Act, 1928, the Rabbit Nuisance Act, 1928, and the Slaughtering and Inspection Act, 1908, as from the 1st day of December, 1934 (amending entry on page 9 of the *New Zealand Gazette* No. 1 of the 10th January, 1935).

Nelson Ball,
Gordon Stanley Dabinette,
William Muir,
Charles Edward Petersen,
William James Scollay,
William Roy James Stuart,
George Watt Mutch, and
James Dryburgh Anderson,

to be Inspectors for the purposes of the Slaughtering and Inspection Act, 1908, as from the 1st day of January, 1935 (amending entry on page 9 of the *New Zealand Gazette* No. 1 of the 10th January, 1935).

T. MARK, Secretary.

Including Additional Land in the Manawatu Development Scheme.

NOTICE is hereby given that pursuant to a resolution passed by the Native Land Settlement Board on the 5th day of December, 1934, the land mentioned in the Schedule hereto is subject to the provisions of section 522 of the Native Land Act, 1931, and is included in the Manawatu Development Scheme.

SCHEDULE.

THE following land, situate in the Ikaroa Native Land Court District, in the Waitohu Survey District: Waiorongomai 8E Block. Area, 120 acres 1 rood.

Dated at Wellington, this 7th day of December, 1934.

GEO. W. FORBES,
Native Minister, Chairman of the Board.

Excluding Land from the Manawatu Development Scheme.

NOTICE is hereby given that pursuant to a resolution of the Native Land Settlement Board, the land mentioned in the Schedule hereto is no longer subject to the provisions of section 522 of the Native Land Act, 1931, and is excluded from the Manawatu Development Scheme.

SCHEDULE.

THE following land, situate in Waiopahu Survey District, in the Ikaroa Native Land Court District: Ohau 3 Sub-division 10B. Area, 57 acres 0 roods 27 perches.

Dated at Wellington, this 6th day of December, 1934.

GEO. W. FORBES,
Native Minister, Chairman of the Board.

Classification of Inangahua Junction—Weheka Main Highway No. 102.

IN pursuance and exercise of the powers conferred on me by the Transport Department Act, 1929, and the Heavy Motor-vehicle Regulations, 1932, I, Joseph Gordon Coates, Minister of Transport, do hereby approve of the Main Highways Board's proposed alteration in the classification of the road described in the Schedule hereto, and situated in the Inangahua, Grey, and Westland Counties.

SCHEDULE.

ROAD classified in Class Three: Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which, with the load it is carrying, weighs not more than 6½ tons, or any multi-axled heavy motor-vehicle which, with the load it is carrying, weighs not more than 10 tons:—

Inangahua—Weheka Main Highway No. 102 (all that portion between its junction with the Inangahua Junction—Westport Main Highway at Inangahua Junction and the northern boundary of the Borough of Ross, but excluding all that portion situated between the Big Grey River Bridge and the Teremakau River Bridge, and also excluding all those portions situated in the Boroughs of Brunner, Kumara, and Hokitika).

Dated at Wellington, this 21st day of December, 1934.

J. G. COATES, Minister of Transport.

(TT. 10/211.)

Results of University Scholarships and Schools of Mines Examinations.

Mines Department, Wellington, 15th January, 1935.

THE following table, showing the results of the recent Schools of Mines Examinations, and for University Scholarships in connection therewith, is published for general information.

CHAS. E. MACMILLAN, Minister of Mines.

RESULTS OF UNIVERSITY SCHOLARSHIPS AND SCHOOLS OF MINES EXAMINATIONS.

Name of Student.	Fire Assaying (Senior).	Fire Assaying (Junior).	Theoretical Chemistry (Senior).	Theoretical Chemistry (Junior).	Practical Chemistry and Quantitative Analysis (Senior).	Qualitative Analysis.	Elementary Mechanics.	Mining (Coal).	Ventilation.	Winding, Haulage, and Pumping.	Metallurgy of Gold and Silver.	Machine Drawing.	Mining (Gold).	General and Mining Geology.	Land and Mine Surveying.	Mathematics (Practical).	Mathematics (Senior).	Mathematics (Junior).	Electricity (Senior).	Electricity (Junior).	Mineralogy.	Bullion Assaying.
<i>Huntly School of Mines.</i>																						
Grierson, J.	69	76	..	..	..	..	..	..	..	..	..	..	..	..	..
Lennox, G.	52	..	..	..	..	..	..	..
<i>Otago School of Mines.</i>																						
McCormick, D.*	84	..	57	..	90	..	..	..	..	30	..	78	..	..	66	..	79	..	..	..
<i>Reefton School of Mines.</i>																						
Butterworth, R.	40	28	..	..	..	..	..	..	..	..	..	..	..	..	..
Cohen, E.	65	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Evans, H. J.	79	..	..	..	..	..	..	..	..	..	..	..	..	71	..	..	..	..	..	..	..	..
Hughes, T.	67	29	..	..	..	..	..	..	..
McPherson, B.	50	..	..	..	..	45	..	21	..	47	..	..	..
Morel, J.	47	..	..	70	..	..	..	..	..	..	..	..	..
Morris, R.	20	..	..	..	..	..	..	..	..	..	..	..
Quinn, C.	58	..	58
Quinn, H.	56	58	55	..	70	..	..	..	..	..	..	..	..	..	..
Williams, J. M.	68	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Thames School of Mines.</i>																						
Arbury, J. E.	61	..	..	..	..	..	..
Bane, T. E.	30	..	..	..	..
Boxall, W.	51	..	..	..	..	..	..	..	..	..
Bunting, A.
Burr, W. L.	43	..
Corbett, G. J.	43	..
Coxhead, G. T.	0	..	..	..	..
Galloway, J.*	65	..	..	..	55	..	..	..	..	..	35	..	..	..	..	..	..	..	..	..	..	..
Henderson, E. W. S.*	..	90	62	..	69	..	56	..	78	67	..	68	..	63	..	34	..	..	80	..	..	..
Holman, J.	..	85	54	..	55	..	76	..	70	60	..	73	..	71	..	40	..	..	63	..	..	..
Holmes, N.	42	..	22	..	..
Judd, S. H.
Lowe, J. C.	51	..	..	..	..	..	..	..	..	..
McLennan, A. C.	46	..	..	..	..	..	..	..	..	..	..	..	63	..	..	..	..	..	..
McLoughlin, D. L.	58	..	..	..	..	..	..	..	..	..	..	..	45	..	..	..	..	..	..
Marshall, C. J.	32	..	..	..	..	..	..	..	..	..	..	..	22	..	..	..	..	..	..
Martin, S.	43	..	..	..	..	..	..	..	..	..	..
Morgan, R. V.	68	..	..	..	34	..	..	65	..	..	..
Muir, D. J.	63	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pevreal, E.	30	..	..	..	..	..	..	..	..	..	..	..	68	..	..	..	..	..	..
<i>Waihi School of Mines.</i>																						
Beck, P.
Bell, O.	70	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	57	..
Craig, J.	46	..	..	..	61	..	..	..	..	..	..	..	..	..
Cramer-Roberts, J.	51	..	74	..	..	..	..	..	70	..	..	..	75	..	..	..	..	..	..	..
Cullen, J. T.
Currie, A.
Davidson, C.	41	..
Hales, A. E.	55	..
Hancock, H. J.	78	..
Haszard, D.	..	56	..	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kinsella, E.	..	88	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
McConachie, W. J.
McGregor, P.	60	..	..	..	..	64	..	..	..	..	..	..	..
McKinney, P.	61	..	..	..	..	..	..	..	..	..	..	..	..	..	..	46	..	..	..	..	..	..
Mackie, A.
Mayberry, J. W.	62	..
Measures, G.	..	50	..	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Meiklejohn, G. M.	77	..
Meiklejohn, W.
Morgan, T.	55	..	..	..	..	..	..	..	..	..	..
Murphy, C.	50	..	..	..	..	..	..	..	..	..	..
Noble, E.	53	..

* Scholarship candidate.

RESULTS OF UNIVERSITY SCHOLARSHIPS AND SCHOOLS OF MINES EXAMINATIONS—continued.

Name of Student.	Fire Assaying (Senior).	Fire Assaying (Junior).	Theoretical Chemistry (Senior).	Theoretical Chemistry (Junior).	Practical Chemistry and Quantitative Analysis (Senior).	Qualitative Analysis.	Elementary Mechanics.	Mining (Coal).	Ventilation.	Winding, Haulage, and Pumping.	Metallurgy of Gold and Silver.	Machine Drawing.	Mining (Gold).	General and Mining Geology.	Land and Mine Surveying.	Mathematics (Practical).	Mathematics (Senior).	Mathematics (Junior).	Electricity (Senior).	Electricity (Junior).	Mineralogy.	Bullion Assaying.	
<i>Waihi School of Mines—continued.</i>																							
Pope, F. J.	61
Pringle, J.	56
Robinson, A. E.	59	60	..	..	72	49	46	..	..	..	..	..	..	..	..
Ryall, B.	51	..	..	..	..	..	..
Slevin, M.	36
Stapleton, D. J.	90
Thomson, H. F. R.	55	..	..	..	..	..	..	..
Walsh, A. J.	..	85	..	..	..	77	..	..	..	..	62	..	..	..	..	..	..	..	..	..	..	..	..
Watkin, B. L.	69
Watters, J.	68	..	..	..	..	..	..	..	..	..	..	..	..	43	..	..	..	..	..	..
Watters, T. C.	..	53	..	..	..	38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wheatley, M. A.	58	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Woodland, A.	21	..	..	..	..	..	..	..	..	..	..	..
Young, M. A.	48	71	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Westport School of Mines.</i>																							
Brown, L. G.	92	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coppersmith, D.	45	..	..	..	..	..	..	..	..
Coppersmith, E.	65	54	68	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Erskine, A.	35	..	..	..	..	..	..	..	..
Lockington, F.	57	68	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Martin, C.	55	43	..	..	..	..	..	..	20	..	..	..	..	..	..	..	..
Morrow, J.	61	68	69	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pfeffer, J. E.	89	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Surveyors registered.

Department of Lands and Survey, Wellington, 14th January, 1935.

NOTICE is hereby given, in accordance with the provisions of subsection (2) of section 18 of the Surveyors Registration Act, 1928, that the following persons have been registered as surveyors under the said Act.

The particular section of the Act under which the surveyors are registered is shown under the heading of qualifications.

E. A. RANSOM, Minister of Lands.

Name.	Qualifications.	Address.
Hendriksen, Reginald Emil	Section 6 (1) (a) ..	Wellington .
Gough, Robert Philip	6 (1) (a) ..	Kaitia.
Annabell, Reynolds John	6 (1) (a) ..	Blenheim.
Baird, Francis Stephen	6 (1) (a) ..	Auckland.
Wilson, Ormond Munro	6 (1) (a) ..	Palmerston North.
Goulding, Richard Randall	7 ..	Auckland.
Wilkinson, Allan Ashley	7 ..	Westport.

(L. and S. 17/163.)

Revocation of Prohibition of Issue of Money-orders and Transmission of Postal Correspondence for H. W. Haybittle, Palmerston North.

THE Postmaster-General of the Dominion of New Zealand being satisfied that the person whose name and address is shown in the Schedule hereunder is no longer engaged in promoting or carrying out a lottery or scheme of chance, hereby rescinds, so far as it concerns the said person, the order made on the 11th day of December, 1934, under the provisions of section 32 of the Post and Telegraph Act, 1928, prohibiting the issue of money-orders in favour of and the transmission within New Zealand of postal packets addressed to the said and other persons, and orders that money-orders for the said person shall be issued and that postal packets for the said person shall be registered, forwarded, and delivered in the usual course.

SCHEDULE.

H. W. Haybittle, 177 Cuba Street, Palmerston North.

Dated at Wellington, this 11th day of January, 1935.

JOHN G. COBBE, for Postmaster-General.

Prohibition of Issue of Money-orders and Transmission of Postal Correspondence.

THE Postmaster-General of the Dominion of New Zealand having reasonable ground for supposing that the person whose name and address are shown in the Schedule hereunder is engaged in promoting or carrying out a lottery or scheme of chance, it is hereby ordered, under section 32 of the Post and Telegraph Act, 1928, that no money-order in favour of the said person shall be issued, and that no postal packet addressed to the said person (either by her own or any fictitious or assumed name), or addressed to the address in the Schedule hereunder without a name, shall be either registered or forwarded by the Post Office of New Zealand.

SCHEDULE.

Mrs. S. E. Parker, 129 Parnell Street, Dublin, C. 16.

Dated at Wellington, this 15th day of January, 1935.

CHAS. E. MACMILLAN, for Postmaster-General.

Abstract of Railway Working Account.

FOUR-WEEKLY PERIOD ENDED 8TH DECEMBER, 1934, WITH COMPARATIVE FIGURES FOR CORRESPONDING PERIOD OF PREVIOUS YEAR.

Section.	Revenue.			Expenditure.			Net Revenue.	
	1934-35.	1933-34.	Variation.	1934-35.	1933-34.	Variation.	1934-35.	1933-34.
	£	£	£	£	£	£	£	£
Kaihu	700	324 +	376	412	541 -	129	288 -	217
Gisborne	1,909	1,423 +	486	1,566	1,418 +	148	343	5
North Island main line and branches	280,908	279,101 +	1,807	232,251	212,311 +	19,940	48,657	66,790
South Island main line and branches	174,345	172,329 +	2,016	158,832	149,687 +	9,145	15,513	22,642
Westport	4,655	5,308 -	653	4,142	4,082 +	60	513	1,226
Nelson	736	778 -	42	1,322	1,884 -	562	586 -	1,106
Picton	1,926	2,378 -	452	1,976	1,687 +	289	50	691
Total railway operation	465,179	461,641 +	3,538	400,501	371,610 +	28,891	64,678	90,031
Miscellaneous revenue	26,090	26,237 -	147	..	..	..	26,090	26,237
Lake Wakatipu steamers	798	643 +	155	837	721 +	116	39 -	78
Refreshment-rooms, advertising, motor service, and other subsidiary services	17,905	15,242 +	2,663	18,107	15,437 +	2,670	202 -	195
Departmental dwellings	Cr. 18,384	10,743 -	29,127	11,400	11,573 -	173	-29,784	- 830
Total	491,588	514,506 -	22,918	430,845	399,341 +	31,504	60,743	115,165

1ST APRIL, 1934, TO 8TH DECEMBER, 1934, WITH COMPARATIVE FIGURES FOR PERIOD 1ST APRIL, 1933, TO 9TH DECEMBER, 1933.

	Revenue.			Expenditure.			Net Revenue.	
	1934-35.	1933-34.	Variation.	1934-35.	1933-34.	Variation.	1934-35.	1933-34.
	£	£	£	£	£	£	£	£
	3,289	2,172 +	1,117	4,538	3,989 +	549	- 1,249	- 1,817
	11,257	8,657 +	2,600	12,993	12,361 +	632	- 1,736	- 3,704
	2,181,258	2,060,590 +	120,668	2,014,136	1,870,577 +	143,559	167,122	190,013
	1,492,055	1,418,159 +	73,896	1,434,324	1,338,500 +	95,824	57,731	79,659
	48,568	44,448 +	4,120	39,027	38,624 +	403	9,541	5,824
	7,029	6,996 +	33	11,672	13,009 -	1,337	- 4,643	- 6,013
	14,535	15,711 -	1,176	18,017	19,623 -	1,606	- 3,482	- 3,912
	3,757,991	3,556,733 +	201,258	3,534,707	3,296,683 +	238,024	223,284	260,050
	227,964	216,580 +	11,384	..	..	..	227,964	216,580
	5,735	4,700 +	1,035	6,877	6,445 +	432	- 1,142	- 1,745
	152,952	138,862 +	14,090	148,267	133,260 +	15,007	4,685	5,602
	66,198	94,494 -	28,296	111,830	102,227 +	9,603	-45,632	- 7,733
	4,210,840	4,011,369 +	199,471	3,801,681	3,538,615 +	263,066	409,159	472,754

ANALYSIS OF RAILWAY OPERATING REVENUE AND TRAFFIC.

	Four-weekly Period.			Year to Date.		
	1934-35.	1933-34.	Variation.	1934-35.	1933-34.	Variation.
	£	£	£	£	£	£
Passengers	98,467	93,702 +	4,765	823,211	800,720 +	22,491
Parcels, luggage, and mails	24,777	23,758 +	1,019	192,154	183,209 +	8,945
Goods	334,688	337,933 -	3,245	2,668,058	2,505,971 +	162,087
Labour and demurrage	7,247	6,248 +	999	74,568	66,833 +	7,735
Total railway operating revenue	465,179	461,641 +	3,538	3,757,991	3,556,733 +	201,258
Passengers No.	1,183,878	1,155,934 +	27,944	12,863,538	12,518,400 +	345,138
Live-stock Tons	30,449	35,465 -	5,016	277,469	275,280 +	2,189
Timber	39,594	31,175 +	8,419	254,771	203,246 +	51,525
Other goods	404,725	390,857 +	13,868	3,446,104	3,203,292 +	242,812
Total goods	474,768	457,497 +	17,271	3,978,344	3,681,818 +	296,526
Road Motor Services—						
Passengers No.	226,336	208,378 +	17,958	1,976,388	1,864,777 +	111,611
Revenue £	6,874	5,727 +	1,147	57,414	52,479 +	4,935

ANALYSIS OF RAILWAY OPERATING EXPENDITURE.

	Four-weekly Period.			Year to Date.		
	1934-35.	1933-34.	Variation.	1934-35.	1933-34.	Variation.
	£	£	£	£	£	£
Maintenance—						
Way and works	77,948	73,879 +	4,069	731,615	663,499 +	68,116
Signals and electrical appliances	10,746	8,765 +	1,981	94,526	75,477 +	19,049
Rolling-stock	103,592	94,393 +	9,199	876,476	817,567 +	58,909
Transportation—						
Locomotive	83,620	79,487 +	4,133	756,693	723,548 +	33,145
Traffic	105,705	95,576 +	10,129	921,399	857,202 +	64,197
General charges	5,023	5,189 -	166	42,042	44,208 -	2,166
Superannuation subsidy	13,867	14,321 -	454	111,956	115,182 -	3,226
Total operating expenses	400,501	371,610 +	28,891	3,534,707	3,296,683 +	238,024
Net operating revenue	64,678	90,031 -	25,353	223,284	260,050 -	36,766
Total railway operating revenue	465,179	461,641 +	3,538	3,757,991	3,556,733 +	201,258
Capital cost of open lines as at 31st March, 1933 .. .. .	..	..	..	51,480,949	..	..
Capital cost of open lines as at 31st March, 1934 .. .. .	..	..	..	53,909,347	..	..

STATEMENT of the LIABILITIES and ASSETS of the undermentioned BANKS in the DOMINION of NEW ZEALAND for the QUARTER ended 31ST DECEMBER, 1934.

LIABILITIES.

Banks.	Notes in Circulation.		Bills in Circulation.		Balances due to other Banks.		Deposits.						Total Liabilities.			
	£	s. d.	£	s. d.	£	s. d.	Government.		Not bearing Interest.		Bearing Interest.		Transfers from Long-term Mortgage Department.		£	s. d.
Bank of New Zealand	1,216,821	0 0	57,092	0 0	135,484	0 0	575,451	0 0	9,722,927	0 0	19,152,405	0 0	258,502	0 0	31,118,482	0 0
Union Bank of Australia, Ltd. ..	149,418	0 0	80,551	0 0	3,706	0 0	41	0 0	2,475,854	0 0	4,601,189	0 0	..	..	7,310,759	0 0
Bank of New South Wales	164,392	0 0	12,733	0 0	2,511	0 0	..	..	2,402,780	0 0	4,663,032	0 0	..	..	7,245,448	0 0
Bank of Australasia	95,198	15 0	13,187	11 10	..	..	..	..	1,918,036	7 7	3,552,360	10 1	..	..	5,578,783	4 6
National Bank of New Zealand, Ltd.	326,380	0 0	17,644	0 0	71,296	0 0	..	..	3,906,761	0 0	6,609,028	0 0	..	..	10,931,109	0 0
Commercial Bank of Australia, Ltd.	43,688	0 0	2,262	0 0	..	..	42	0 0	1,091,793	0 0	854,120	0 0	..	..	1,991,905	0 0
Totals	1,995,697	15 0	183,469	11 10	212,997	0 0	575,534	0 0	21,518,151	7 7	39,432,134	10 1	258,502	0 0	64,176,486	4 6

ASSETS.

Banks.	Coined Gold and Silver and other Coined Metals.		Gold and Silver in Bullion or Bars.		Legal Tender Notes of other Banks.		Notes and Bills of other Banks.		Balances due from other Banks.		Landed Property.		Notes and Bills discounted.		Government Securities.		Other Funded Securities.		Debts due to Bank, exclusive of Debts abandoned as Bad.		Securities not included under other Heads.		Total Assets.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Bank of N.Z. ..	222,504	0 0	..	..	4,386	0 0	2,864,722	0 0	4,415,267	0 0	527,309	0 0	210,508	0 0	2,995,672	0 0	296,093	..	17,938,910	0 0	107,387	0 0	29,582,758	0 0
Union Bank of Australia, Ltd.	88,358	0 0	..	..	404	0 0	426,788	0 0	716,170	0 0	30,000	0 0	56,253	0 0	..	..	..	..	5,664,066	0 0	212	0 0	6,982,251	0 0
Bank of N.S.W.	116,426	0 0	..	..	432,884	0 0	..	..	2,494,667	0 0	205,634	0 0	24,860	0 0	..	..	..	..	5,144,794	0 0	46,361	0 0	8,465,626	0 0
Bank of Austl'sia	85,077	11 4	..	..	8	12 10	408,704	2 8	681,703	8 10	33,827	14 4	53,402	15 10	..	..	..	..	4,256,927	3 2	218	9 2	5,519,869	18 2
National Bank of N.Z., Ltd.	67,057	0 0	..	..	1,594	0 0	941,510	0 0	3,629,331	0 0	462,620	0 0	195,163	0 0	2,494,307	0 0	..	..	7,554,626	0 0	61,062	0 0	15,407,270	0 0
Commercial Bank of Aust., Ltd.	32,607	0 0	..	..	290	0 0	115,260	0 0	486,571	0 0	106,200	0 0	14,686	0 0	142,902	0 0	..	..	1,346,839	0 0	1,545	0 0	2,246,900	0 0
Totals ..	612,029	11 4	..	..	439,566	12 10	4,756,984	2 8	12,423,709	8 10	1,365,590	14 4	554,872	15 10	5,632,881	0 0	296,093	..	41,906,162	3 2	216,785	9 2	68,204,674	18 2

CAPITAL AND PROFITS.

Banks.	Capital paid up.		Rate per Annum of last Dividend.		Amount of last Dividend declared.		Amount of Reserved Profits at Time of declaring such Dividend.	
	£	s. d.			£	s. d.	£	s. d.
Bank of New Zealand—								
Preference A shares issued to the New Zealand Government ..	500,000	0 0	Ten per cent. per annum	..	50,000	0 0	3,918,608	0 0
C long-term mortgage shares issued to the N.Z. Government ..	234,375	0 0	Six per cent. per annum	..	14,062	10 0		
D long-term mortgage shares	468,750	0 0	Seven and one-half per cent. per annum	..	35,156	5 0		
Preference B shares issued to the N.Z. Government	1,375,000	0 0	Seven and three-elevenths per cent. per annum	..	100,000	0 0		
Ordinary shares	3,750,000	0 0	Ten per cent. per annum	..	375,000	0 0		
Union Bank of Australia, Ltd.	4,000,000	0 0	Six per cent. per annum	..	120,000	0 0		
Bank of New South Wales	8,780,000	0 0	Five per cent. per annum	..	439,000	0 0		
Bank of Australasia	4,500,000	0 0	Seven per cent. per annum	..	157,500	0 0		
National Bank of New Zealand, Ltd.	2,000,000	0 0	Four per cent. per annum	..	40,000	0 0		
Commercial Bank of Australia, Ltd. { Ordinary	2,000,000	0 0	Five per cent. per annum	..	50,000	0 0		
{ Preference	2,117,350	0 0	Four per cent. per annum	..	42,347	0 0		

The Treasury, Wellington, 16th January, 1935.

A. D. PARK, Secretary to the Treasury.

Public Trust Office Act, 1908, and its Amendments.—Election to administer Estates.

NOTICE is hereby given that the Public Trustee has filed in the Supreme Court an election to administer in respect of the several estates of the persons deceased whose names, residences, and occupations (so far as known) are hereunder set forth.

No.	Name.	Occupation.	Residence.	Date of Death.	Date Election filed.	Testate or Intestate.	Stamp Office concerned.
1	Barrick, William ..	Canvasser ..	Auckland ..	16/11/34	9/1/35	Intestate	Auckland.
2	Barton, William John ..	Farm labourer ..	Tokaanu ..	22/7/32	9/1/35	"	"
3	Brunton, James ..	Farmer ..	Gisborne ..	27/9/34	9/1/35	"	Gisborne.
4	Cook, Edward ..	" ..	Hicks Bay ..	16/11/34	9/1/35	"	"
5	Duffy, Kathleen ..	Married woman ..	Waihi ..	12/11/34	9/1/35	Testate	Auckland.
6	Dunbar, William ..	Farm-manager ..	Gisborne ..	30/7/34	9/1/35	Intestate	Gisborne.
7	Frith, Charlotte ..	Married woman ..	Christchurch ..	24/9/34	9/1/35	Testate	Christchurch.
8	Hayes, John ..	Labourer ..	Hastings ..	30/10/34	9/1/35	Intestate	Napier.
9	Helleur, Frederick Francis	Farmer ..	Piopio ..	11/5/34	9/1/35	Testate	Auckland.
10	Stanley, Jane ..	Married woman ..	Christchurch ..	16/12/34	9/1/35	"	Christchurch.
11	Staples, Katherine Mary ..	Widow ..	Auckland ..	9/11/34	9/1/35	Intestate	Auckland.

Public Trust Office, Wellington, 14th January, 1935.

E. O. HALES, Public Trustee.

STATEMENT OF ASSETS AND LIABILITIES OF THE RESERVE BANK OF NEW ZEALAND AS AT THE CLOSE OF BUSINESS ON MONDAY, 14TH JANUARY, 1935.

Liabilities.			Assets.		
	£	s. d.		£	s. d.
1. Paid-up capital	500,000	0 0	8. Reserve—		
2. General Reserve Fund	1,000,000	0 0	(a) Gold	3,001,731	0 0
3. Bank-notes	9,623,430	0 0	(b) Sterling exchange	21,920,641	3 6
4. Demand liabilities—			(c) Gold exchange		
(a) State	7,563,614	19 3	9. Subsidiary coin	88,835	4 11
(b) Banks	8,193,714	13 10	10. Discounts—		
(c) Other	3,206	8 1	(a) Commercial and agricultural bills		
5. Time deposits			(b) Treasury and local-body bills		
6. Liabilities in currencies other than N.Z. currency			11. Advances—		
7. Other liabilities	48,247	15 4	(a) To the State or State undertakings		
			(b) To other public authorities		
			(c) Other		
			12. Investments	1,897,663	5 9
			13. Bank buildings		
			14. Other assets	23,343	2 4
	£26,932,213	16 6		£26,932,213	16 6

Proportion of reserve (No. 8 less No. 6) to notes and other demand liabilities, 98-18 per cent.

W. R. EGGERS, Acting Chief Accountant.

Minister's Decisions under Sales Tax Act, 1932-33.

Customs Department, Wellington, 16th January, 1935.

IT is hereby notified for public information that the Minister of Customs has decided to interpret the Sales Tax Act, 1932-33 (hereinafter referred to as "the Act"), as under:—

It should be understood that the decisions contained herein may be revised from time to time in the light of further information which may be obtained by the Minister.

Record No.	No. of Decision.	Decision of Minister.
C (s) 24/2 ..	32	Where taxable goods are sold by a wholesaler at a net price from which no allowance is made for cash payment or to which no addition is made if credit is granted, the sale value of such goods, for the purposes of paragraph (a) of subsection (1) of section 13 of the Act, will be such net price.
	33	Where taxable goods are sold by a wholesaler at a net price and an increase (known as a plusage) is added to the price on the understanding that this increase will not be charged if payment for the goods is made on or before a date fixed in accordance with usual commercial practice, the sale value of such taxable goods, for the purposes of paragraph (a) of subsection (1) of section 13 of the Act, will be such net price without the addition of the increase (or plusage). (NOTE.—Minister's decisions Nos. 7 and 8, gazetted on 28th March, 1933, are cancelled.)

E. D. GOOD, for Comptroller of Customs.

Conscience-money received.

The Treasury,
Wellington, 15th January, 1935.

HEREBY acknowledge receipt of the following amounts forwarded by persons unknown as conscience-money to the New Zealand Government:—

- 2s. 8d. and £2 5s. forwarded to the Treasury.
- 8s. forwarded to the Mines Department.
- Two amounts of 10s. each forwarded to the Railways Department.
- 10d. and 1s. forwarded to the Post and Telegraph Department.
- 10s. and 5s. forwarded to the Customs Department.

A. D. PARK, Secretary to the Treasury.

School Colours.

Education Department,
Wellington, 11th January, 1935.

THE following school colours have been registered in accordance with the regulations published in the *New Zealand Gazette* of the 12th August, 1915, and amendments thereto:—

SOUTHWELL SCHOOL, HAMILTON.

Colours: White, black, and sky blue.

Badge: Crossed golden keys and three blue and white circles set on a black shield and the whole mounted on a silver shield.

Motto: *Per aspera ad astrum.*

N. T. LAMBOURNE, Registration Officer.

Sale of Unclaimed Property.

Police Department,
Wellington, 24th December, 1934.

IT is hereby notified that unclaimed property in the hands of the police at the various police-stations will, if not claimed before Thursday, the 31st January, 1935, be sold thereafter by public auction.

Particulars as to the time and place of sale may be obtained from the Superintendent or Inspector of Police in charge of the district.

W. G. WOHLMANN, Commissioner of Police.

Trade-marks.—Goods the Importation of which is prohibited.

Customs Department,
Wellington, 10th January, 1935.

IT is hereby notified for public information that under the Patents, Designs, and Trade-marks Act, 1908, goods of the nature set forth hereunder, to which the trade-marks described below or any marks so nearly resembling the same as to be calculated to deceive have been falsely applied in infringement of the registered trade-marks of *Mabie Todd and Company, Limited*, of Swan House, 133 and 135 Oxford Street, London, England, are prohibited from importation into New Zealand.

Nature of Goods.	Description of Trade-mark.
Reservoir penholders and clips for pencils, penholders and reservoir penholders, none of the said goods being made of precious metal or of imitation precious metal, and ink	No. 15879, comprising the device of a swan and the words "The Swan." No. 15880, comprising the device of a blackbird and the word "Blackbird."
Fountain pens, reservoir pens, stylographic pens, clips for pencils, penholders and reservoir penholders, ink, playing-cards, and writing-paper	No. 22739, comprising the device of a swan. No. 22740, comprising the words "The Swan."
Fountain and stylographic pens	No. 22741, comprising the device of a jackdaw and the word "Jackdaw."
Ink	No. 24343, comprising the words "Last Drop."

If any such goods are imported they will be liable to detention and to be dealt with in accordance with the provisions of the above-mentioned Act.

A trade-mark is deemed, for the purpose of the aforesaid Act, to be falsely applied to goods if it is applied without the assent of the proprietor of such trade-mark.

E. D. GOOD, for Comptroller of Customs.

The Industrial Conciliation and Arbitration Act, 1925.—Notice of Proposed Cancellation of Registration.

Department of Labour,
Wellington, 15th January, 1935.

NOTICE is hereby given that pursuant to an application in that behalf made to me by the South Canterbury Bakers and Pastrycooks' Employees' Industrial Union of Workers, registered number 1311, situated at Timaru, and in exercise of the powers in this behalf conferred upon me by section 22 of the Industrial Conciliation and Arbitration Act, 1925, it is my intention to cancel the registration of that industrial union after the expiration of six weeks from the date of the publication of this notice in the *Gazette* unless in the meantime cause is shown to the contrary.

HENRY E. MOSTON,
Deputy Registrar of Industrial Unions.

CROWN LANDS NOTICES.

Land in North Auckland Land District for Selection on Renewable Lease.

North Auckland District Lands and Survey Office,
Auckland, 16th January, 1935.

NOTICE is hereby given that the undermentioned property is open for selection on renewable lease under the Land Act, 1924, and applications will be received at the North Auckland District Lands and Survey Office, Auckland, up to 4 o'clock p.m. on Monday, 18th February, 1935.

Applicants should appear personally for examination at the North Auckland District Lands and Survey Office, Auckland, on Wednesday, 20th February, 1935, at 10 o'clock a.m., but if any applicant is unable to attend he may be examined by any other Land Board or by any Commissioner of Crown Lands.

The ballot will be held immediately upon conclusion of the examination of applicants.

SCHEDULE.

NORTH AUCKLAND LAND DISTRICT.—SECOND-CLASS LAND.

Whangarei County.—Mangakahia Survey District.—Wharekohe Block.

(Exempt from payment of rent for three years.)

SECTION 25, Block XVI: Area, 133 acres 0 roods 13 perches. Capital value, £330; half-yearly rent, £8 5s.

Loaded with £320 for improvements, comprising a dwelling of four rooms, bathroom and porch (unfinished), four-bail cow-byre with engine-room and separator-room, 25 chains boundary-fencing, and 55 chains subdivisional fencing. This sum is payable in cash or by a deposit of not less than £20 with mortgage under section 7 of the Land Laws Amendment Act, 1929, for the balance.

Improvements included in the capital value consist of 87 chains of road fencing (totara posts, 7-wires), and 87 acres disked and grassed (reverted).

Section is on the new Wharekohe Settlement Road, two miles and a half from Poroti Post-office and School, fourteen miles from Whangarei, and five miles and a half from Maungatapere Dairy Factory. The soil is of clay resting on a clay formation and it is poorly watered, but arrangements are being made for water to be supplied to the settlement from an outside source, and selector will be able to connect with the settlement water-supply at his own expense. About 87 acres have been disked and sown, but this area has reverted to second growth and short tea-tree and wiwi; balance of about 46 acres in natural state. Subdivided into four paddocks. Section lies well, and when developed will make a dairy-farm.

NOTE.—The lease which will be issued to the successful applicant will be subject to the right of the Dominion Portland Cement Company, Ltd., and its successors to construct, erect, lay down, maintain, renew, and repair transmission-lines, poles, and other things conferred by license dated 1st July, 1913, and published in the *New Zealand Gazette* dated the 24th July, 1913.

Any further particulars may be obtained from the Commissioner of Crown Lands, North Auckland.

W. D. ARMIT,
Commissioner of Crown Lands.

(L. and S. 34/387.)

Lands in the North Auckland, Auckland, Taranaki, Wellington, and Otago Land Districts forfeited.

Department of Lands and Survey, Wellington, 15th January, 1935.

NOTICE is hereby given that the leases and licenses of the undermentioned lands having been declared forfeited by resolutions of the Land Boards of the respective land districts, the said lands have thereby reverted to the Crown under the provisions of the Land Act, 1924, the Land for Settlements Act, 1925, and the Discharged Soldiers Settlement Act, 1915.

SCHEDULE.

Tenure.	Lease or License No.	Section.	Block.	Survey District.	Lessee or Licensee.
NORTH AUCKLAND LAND DISTRICT.					
D.P.	753	Lot 61 of Allotment 279	..	Waiwera Parish	A. H. Clist.
R.L.	1685	3s	..	Awanui Settlement	A. J. D. Sharp.
D.P.	850	22	VII	Opoe	K. Boyd.
R.L.	1421	287A	..	Paremoremo Parish	A. J. Barton.
O.R.P.	3526	S.E. 184	..	Okahu Parish	O. Doherty.
O.R.P.	5717	246	..	Paremoremo Parish	T. Wake.
I.D.P.	94	26	..	Town of Orakei	R. L. and A. Woodhouse.
O.R.P.	5708	7	VI	Maungataniwha	A. G. and B. Rhodes.
AUCKLAND LAND DISTRICT.					
D.P.	2526	Lot 1 of 12	XI	Piako	Mrs. L. Bennett.
D.P.	2633	Lot 1 of 13	X	Mangaorongo	M. F. Merrin.
D.P.	2667	Allotment 101D	..	Parish of Katikati	P. Sewell.
D.P.	2675	Lot 1 of 23	IV	Piako	A. V. Middlebrook.
R.L.	617	10	XIII	Maketu	L. P. Mudgway.
R.L.	1066	19	..	Mangati Village	B. J. McKee.
R.L.	1419	8	..	Piako	W. A. Palmer.
R.L.	2038	3	VII	Piako	W. A. Palmer.
TARANAKI LAND DISTRICT.					
L.P.	798	32	IX	Ngatimaru	H. H. Massey.
WELLINGTON LAND DISTRICT.					
R.L.	397	2	VI	Whirinaki	B. Hynes.
O.R.P.	1250	6	VII	"	"
H.V.D.P.	789	19	LVII	Hutt Valley Settlement	H. G. Cameron.
R.L.	36	Lot 2 of 20	I	Umutoi	H. J. and A. J. Stokes.
T.R.L.	307	69	..	Town of Tangimoana Extension No. 1	F. J. Mann.
R.L.	383	26	XVI	Manganui	W. S. Moule (deceased).
H.V.D.P.	1	150	VIII	Hutt Valley Settlement	C. A. Whitmore.
R.L.	288	9	VII	Retaruke	T. E. Lacy.
V.H.R.L.	88	13	II	Kakahi Village Settlement	W. George.
O.R.P.	1322	70 and 71	VI	Hunua	"
OTAGO LAND DISTRICT.					
L.P.	1346s	2A	..	Greenfield Settlement	H. O. Harrex.

E. A. RANSOM, Minister of Lands.

(L. and S. 22/950/A, 22/950/1, 22/950/3, 22/950/4, 22/950/9.)

Lands in the Auckland Land District for Sale or Selection

Department of Lands and Survey,
Wellington, 16th January, 1935.

NOTICE is hereby given that the undermentioned lands will be offered for sale or selection on the date specified below.

FIRST SCHEDULE.

FOR SELECTION ON OPTIONAL TENURES.

- Section 13, Block XV, Wharepapa Survey District.
- Section 14, Block VI, Pirongia Survey District.
- Section 14, Block IV, Rotorua Survey District.

SECOND SCHEDULE.

FOR SELECTION ON RENEWABLE LEASE.

- Section 1, Block VII, Pakaumanu Survey District.
- Section 6, Block X, Pakaumanu Survey District.
- Section 3, Block XIII, Tairua Survey District.
- Sections 6 and 12, Block VI, Pirongia Survey District.

Applications will close at 4 o'clock p.m. on Friday, 22nd February, 1935, at the District Lands and Survey Office, Auckland, and applicants will be required to appear personally before the Land Board for examination at 10.30 o'clock a.m. on Tuesday, 26th February, 1935.

Sale plans (Auckland No. 1563) and full particulars may be obtained from the Commissioner of Crown Lands, Auckland.

W. ROBERTSON,
Under-Secretary for Lands.

(L. and S. 9/3011.)

Land in the Gisborne Land District for Sale by Public Auction.

District Lands and Survey Office,
Gisborne, 16th January, 1935.

NOTICE is hereby given that the undermentioned land will be offered for sale for cash or on deferred payments by public auction at the District Lands and Survey Office, Gisborne, at 2.30 o'clock p.m. on Thursday, 21st February, 1935, under the provisions of the Land Act, 1924.

SCHEDULE.

GISBORNE LAND DISTRICT.—RURAL LAND.—FIRST-CLASS LAND.

Cook County.—Hangaroa Survey District.

SECTION 25, Block VIII: Area 66 acres 2 roods 2·2 perches. Upset price, £241.

Loaded with £129 (to be paid in cash) for improvements, comprising 66 acres felling and grassing and 60 chains fencing.

Flat terrace and fairly easy hill land, situated at the old Hangaroa Village, thirty miles distant from Gisborne, twenty-six miles and a half on main highway to Wairoa, via Tiniroto, and three miles and a half along Hangaroa Road. School at Waerenga-o-kuri, eleven miles distant. The section, which is well watered by springs, is suitable as grazing land and would work in well with an adjoining holding.

Terms of sale and full particulars may be obtained at this office.

H. L. PRIMROSE,
Commissioner of Crown Lands.

(L. and S. 58239.)

Lands in Taranaki Land District for Selection.

District Lands and Survey Office,
New Plymouth, 14th January, 1935.

NOTICE is hereby given that the undermentioned sections are open for selection under the Land Act, 1924, and applications will be received at the District Lands and Survey Office, New Plymouth, up to 4 o'clock p.m. on Monday, the 25th February, 1935.

The lands described in the First Schedule may, at the option of the applicants, be purchased for cash, or on deferred payments, or be selected on renewable lease. The lands described in the Second Schedule may be selected on renewable lease only.

Applicants should appear personally for examination at the District Lands and Survey Office, New Plymouth, on Wednesday, the 27th February, 1935, at 10 o'clock a.m., but if any applicant is unable to attend he may be examined by any other Land Board or by any Commissioner of Crown Lands.

The ballot will be held immediately upon conclusion of the examination of applicants.

FIRST SCHEDULE.

TARANAKI LAND DISTRICT.

SECOND-CLASS LAND.

Ohura County.—Ohura Survey District.

SECTION 1, Block VI: Area, 157 acres. Capital value, £100. Deposit on deferred payments, £5: Half-yearly instalment on deferred payments, £3 1s. 9d. Renewable lease: Half-yearly rent, £2.

Weighted with £100 for improvements, comprising 100 chains fencing and 75 acres felling and grassing. This amount may be paid in cash or secured by way of first mortgage to the State Advances Superintendent for a term of 36½ years, with interest at the rate of 5½ per cent. per annum.

Situated on the Turoto Road, about three miles from Niho Niho Post-office and Railway-station, and about one mile from School. Access is from this village by two miles metalled road and one mile formed road. The soil is loam resting on clay and papa formation. This was originally light bush country, 75 acres of which was felled and grassed, but has now deteriorated to fern and scrub. Ragwort is prevalent. This section is only suitable for farming in conjunction with other land in the vicinity.

Waitomo County.—Mapara Survey District.

(Native Land Settlement.)

Subsection 2 of Section 6, Block IV: Area, 149 acres. Capital value, £110. Deposit on deferred payments, £5: Half-yearly instalment on deferred payments, £3 8s. 3d. Renewable lease: Half-yearly rent, £2 15s.

Weighted with £180 for improvements, comprising old whare, 170 chains fencing (poor), and 50 acres grass. This amount may be paid in cash or by a cash deposit of £10, £120 on first mortgage to the State Advances Department for a term of thirty years, with interest at the rate of 6 per cent. per annum, and the balance of £50 over a period of seven years by half-yearly instalments of £4 6s. 5d.

A rough, broken section, containing a fair amount of ploughable country situated at the junction of the Kopaki and Mapara South Roads, six miles from the Kopaki Post-office, Railway-station, and Saleyards. The Aratoro School adjoins the property, which is watered by running streams and springs, the soil being light loam resting on rhyolite formation. The land is suitable for grazing, and a small dairy herd could be carried.

THIRD-CLASS LAND.

Stratford County.—Ngatimaru Survey District.

Section 40, Block VI: Area, 200 acres. Capital value, £50. Deposit on deferred payments, £5: Half-yearly instalment on deferred payments, £1 9s. 3d. Renewable lease: Half-yearly rent, £1.

Weighted with £65 for improvements, comprising 60 chains of fencing and 200 acres original felling and grassing (now deteriorated). This amount must be paid in cash.

Situated on the Mangaoapa Road, one mile from Te Wera Post-office, School, and Railway-station, and ten miles from the Douglas Saleyards. Access is by metalled road twenty-one miles from Stratford. The soil is light loam resting on sandstone formation (watered by streams), and the section is hilly and broken in parts with a few small gorges. The property is suitable for grazing a few sheep and cattle.

SECOND SCHEDULE.

SECOND-CLASS LAND.

Waitomo County.—Mapara Survey District.

(Exempt from payment of rent for one year.*)

SECTION 14, Block XII: Area, 412 acres. Capital value, £305; half-yearly rent, £6 2s.

* After payment of first half-year's rent, lease fee, and broken period rent (if any), a remission of rent will be allowed for a period of one year provided improvements to value of £30 are effected.

Weighted with £485 for improvements, comprising dwelling (poor), wool-shed, yards and dip, about 320 chains fencing (poor), and approximately 150 acres felled and burned. This amount may be paid in cash or secured by first mortgage to the State Advances Superintendent on a thirty-years table mortgage, with interest at the rate of 5½ per cent. per annum. A remission of interest payable under the mortgage will be allowed for a period of one year from date of selection provided improvements to value of interest remitted are effected.

The property is situated on the Mangaiti Road, about seven miles from Mapiu Post-office, three miles from Kaitangaweka School, and eighteen miles from Kopaki Railway-station. Access is by way of metalled road from Kopaki. The soil is loam resting on papa formation and the property generally comprises steep and broken country containing approximately 100 acres which is useless. The property, which is suitable for grazing, at present comprises 150 acres felled and grassed in fair pasture, 150 acres felled but now reverted, 12 acres in bush, and 100 acres useless.

THIRD-CLASS LAND.

Ohura County.—Aria Survey District.

(Exempt from payment of rent for five years.*)

Section 1, Block XI: Area, 1,282 acres. Capital value, £410; half-yearly rent, £8 4s.

* After payment of first half-year's rent, lease fee, and broken period rent (if any), a remission of rent will be allowed for a period of five years provided improvements to the value of £40 are effected annually.

Weighted with £700 for improvements, comprising six-roomed dwelling, two sheds, 480 chains subdivision fencing, 80 chains boundary-fencing, and 260 acres felled and grassed. This amount may be paid in cash or secured by first mortgage to the State Advances Department for a term of thirty years, with interest at the rate of 5½ per cent. per annum, subject to a remission of interest for a period of three years provided improvements to the value of the interest remitted are effected annually.

A grazing property, situated on the Upper Waikaka Road, ten miles from the Matiere Post-office, Railway-station, and Dairy Factory, and seven miles from the Waikaka School. Access is by four miles of unmetalled and six miles metalled road from Matiere. The property is watered by springs, creeks, and river, and the soil is loam resting on sandstone and clay formation. About 40 acres are in birch bush, 60 acres in fair pasture, and 200 acres in fern and grass. The balance of the country is in dense fern and scrub. The land is generally light and deteriorates rapidly. Altitude from 600 ft. to 1,434 ft. The grass area is infested with ragwort and blackberry is also in evidence.

Application forms and any further information desired may be obtained from the Commissioner of Crown Lands, New Plymouth.

(L. and S. 9/3012.) F. H. WATERS,
Commissioner of Crown Lands.

Education Reserve in the Canterbury Land District for Lease by Public Auction.

District Lands and Survey Office,
Christchurch, 10th January, 1935.

NOTICE is hereby given that the undermentioned Education Reserve will be offered for lease by public auction at the Lands Office, Timaru, at 12 noon on Thursday, 7th March, 1935, under the provisions of the Education Reserves Act, 1928, and the Public Bodies' Leases Act, 1908, and amendments.

SCHEDULE.

CANTERBURY LAND DISTRICT.—EDUCATION RESERVE.

Mackenzie County.—Opihi Survey District.

LOT 4, D.P. 5006, part E.R. 1200, Block IX: Area, 436 acres. Upset annual rental, £136 12s. 6d.

Loaded with £2 10s. per acre for approximately 30 to 35 acres of turnips, to be paid in cash.

Situated on Cattle Valley Road, distant twelve miles by good gravelled roads from Pleasant Point Railway-station, Saleyards, and Post-office, and five miles from Skipton School. Cream lorry passes the property, which comprises about 280 acres of light stony flat with veins of swamp; balance fairly steep downs and terraces. Soil varies from light stony to good medium land, resting on clay and shingle formation. The property, which ranges in altitude from 600 ft. to 900 ft., is subdivided into four paddocks, and is watered by river and water-holes. The land is suitable mainly for sheep-farming, but approximately 220 acres is suitable for growing green crops and roots, while approximately 120 acres is also suitable for oat-cropping. All fencing is included in the rental value of the section and remains the property of the Crown.

Abstract of Terms of Sale and Conditions of Lease.

1. Six months' rent at the rate offered, loading for turnip crop, and £2 2s. (lease fee), must be deposited on acceptance of bid.
2. Term of lease, twenty-one years, from 1st April, 1935 (from which date possession will be given), with perpetual right of renewal for further similar terms at rentals based on fresh valuations under the provisions of the Public Bodies' Leases Act, 1908. The lease will be registered under the Land Transfer Act, 1915.
3. Rent payable half-yearly in advance.
4. Lessee to maintain in good substantial repair all buildings, drains, and fences; to keep clear all drains, and yield up all improvements in good order and condition at the expiration of his lease.
5. Lessee not to transfer, sublet, or subdivide without the consent of the Land Board.
6. Lessee not to carry on any noxious, noisome, or offensive trade upon the land.
7. No liability is accepted on the part of the Crown or of the Land Board to pay to the lessee any compensation for improvements, but if the lease is not renewed upon expiration, or if it is sooner determined, the new lease offered for disposal by public competition will be subject to payment by the incoming tenant of an amount equal to the value of buildings and improvements effected by the original lessee; and the amount so paid by the incoming tenant shall be paid to the original lessee without any deduction except for rent or other payments in arrear.
8. Lease liable to forfeiture if conditions are violated.
9. Lessee to keep buildings insured.
10. Interest at the rate of 10 per cent. per annum to be paid on rent in arrears.
11. Lessee to pay all rates, taxes, and assessments.
12. Land Board to approve of improvements proposed.

Form of lease may be perused and full particulars obtained from the Commissioner of Crown Lands.

J. F. QUINN,
Commissioner of Crown Lands.

(L. and S. 20/34.)

Land in Canterbury Land District for Sale by Public Auction.

District Lands and Survey Office,
Christchurch, 16th January, 1935.

NOTICE is hereby given that the undermentioned land will be offered for sale by public auction for cash at the District Lands Office, Timaru, on Thursday, 7th March, 1935, at 12 noon, under the provisions of the Land Act, 1924.

SCHEDULE.

CANTERBURY LAND DISTRICT.—AROWHENUA SURVEY DISTRICT.

SECTION 779, Block II: Area, 1 rood. Upset price, £18.

A level section situated on Shaw Street, one mile and a half from Temuka Post-office, School, and Railway-station by fair gravelled road. Soil of good medium quality on clay and gravel formation.

Improvements which go with the land comprises one chain road-boundary gorse fencing and six chains party boundary wire fencing valued at £2.

Terms of sale and full particulars may be obtained at this office.

J. F. QUINN,
Commissioner of Crown Lands.

(L. and S. 38604.)

F

Land in Southland Land District for Lease by Public Auction.

District Lands and Survey Office,
Invercargill, 15th January, 1935.

NOTICE is hereby given that the undermentioned land will be offered for lease by public auction at the District Lands and Survey Office, Invercargill, at 11 o'clock a.m. on Tuesday, 19th February, 1935, under the provisions of the Land Act, 1924.

SCHEDULE.

SOUTHLAND LAND DISTRICT.—SOUTHLAND COUNTY.—BLUFF HARBOUR BOARD ENDOWMENT.

SECTION 370, Block XXXIV: Taringatura Survey District. Area, 33 acres 2 roods 11 perches. Upset annual rental, £17. Valuation for improvements, £215.

Situated about two miles and a half from Benmore Railway-station by good level metalled road. All flat land of very fair quality of which 15 acres is in crop or under the plough, and balance in pasture. The improvements consist of cow-byre, shearing-shed, stable, fencing, and ditching.

Abstract of Conditions of Lease.

1. Term, fourteen years.
2. Right of cultivation, but not more than two white crops in succession to be taken off the land, which is to be left in best English grasses at the end of the term.
3. All noxious weeds to be cleared off and kept down to the satisfaction of the Inspector.
4. The Department will not be responsible for valuation for improvements, but if at the end of the term it be decided to re-lease the land, payment for buildings and fixtures will be payable by incoming tenant.
5. No permanent improvements to be effected without consent of Land Board.
6. The purchaser will be required to pay on the fall of the hammer a half-year's rent, valuation for improvements, and £1 ls. lease fee.

Form of lease may be perused and full particulars obtained on application to the Commissioner of Crown Lands, Invercargill.

B. C. McCABE,
Commissioner of Crown Lands.

(L. and S. 9/993.)

STATE FOREST SERVICE NOTICES.

Milling-timber withdrawn from Sale.

State Forest Service,
Palmerston North, 15th January, 1935.

NOTICE is hereby given that the milling-timber in Pohui Survey District, Hawke's Bay Land District, advertised for sale by public auction in *Gazette* No. 92 of the 13th December, 1934, on page 4191, is hereby withdrawn from sale by direction of the Commissioner of State Forests.

D. MACPHERSON, Conservator of Forests.

Milling-timber for Sale by Public Tender.

State Forest Service,
Hokitika, 8th January, 1935.

NOTICE is hereby given that written tenders for the purchase of the undermentioned milling-timber will be received at this office up to 4 p.m. on Tuesday, the 5th day of February, 1935.

SCHEDULE.

WESTLAND FOREST-CONSERVATION REGION.—WESTLAND LAND DISTRICT.

ALL the milling-timber on that piece of land, containing 150 acres, situated in Block IV, Kopara Survey District, Provisional State Forest Reserves 1674 and 1612.

The total estimated quantity of timber in cubic feet is 198,900, or in board feet 1,227,520, made up as follows:—

Species.	Cubic Feet.	Board Feet.
Kahikatea	151,860	931,270
Rimu	47,040	296,250
	198,900	1,227,520

Upset price: £1,313 10s.

Time for removal: Two years.

Terms of Payment.

A marked cheque for one-sixth of the purchase-money, together with £1 ls. license fee, must accompany tender, and the balance paid in five equal quarterly instalments, the first to be paid three months after the date of sale.

Terms and Conditions.

1. All instalment-payments shall be secured by "on demand" promissory notes made and endorsed to the satisfaction of the Commissioner of State Forests, and interest at the rate of 1 per cent. per annum in excess of current bank overdraft rates will be charged on all notes overdue from the date of maturity to the date of payment.

2. The right to cut and remove the timber will be sold in accordance with the provisions of the Forests Act, 1921-22, the regulations in force thereunder, and these conditions.

3. The aforementioned quality, quantity, and kind as to the said timber shall be taken as sufficiently accurate for the purposes of this sale, and no contract for the purchase shall be voidable, nor shall the successful purchaser be entitled to any abatement in price, by reason of the said timber being of less quantity, quality, or kind as stated herein or in any advertisement having reference to the said timber.

4. A return giving the number of logs cut of each species and their contents must be made quarterly by the licensee on the last days of March, June, September, and December, respectively, in each year. A return must also be made on the same dates showing the output of sawn timber of each species. These returns may be ascertained and verified by inspection of the books of the mill, or by such other means as the Conservator may require, and for this purpose the accounts and books shall be open to the inspection of the Conservator, a Forest Ranger, or other duly authorized officer.

5. The attention of tenderers is drawn to the fact that the local controlling body may require the successful tenderer to pay any claims or charges which may be made by that body for the maintenance of the road over which the timber may be transported, and before a sawmill license is issued a letter indicating that satisfactory arrangements have been made in this connection must be produced to the undersigned.

6. Intending tenderers are expected to visit the locality and to satisfy themselves in every particular on all matters relative to the sale.

7. Each tenderer must state the total price that he is prepared to pay for the timber. The highest or any tender will not necessarily be accepted, and the timber described is submitted for sale subject to the final acceptance of the tender by the Commissioner of State Forests.

8. The right is reserved to the Commissioner of State Forests to withdraw from sale any or all of the said timber either before or after the closing date for receipt of tenders.

9. If no tender is accepted for the timber herein mentioned it will remain open for application at the upset price until further notice.

10. Tenders should be on the special form obtainable from any office of the State Forest Service, and should be enclosed in envelopes addressed "Conservator of Forests, Hokitika," and endorsed "Tender for Timber."

The conditions, which will be inserted in the license to be issued to the purchaser, and further particulars may be obtained on application to the undersigned or to the Director of Forestry, Wellington.

S. A. C. DARBY, Conservator of Forests.

Milling-timber for Sale by Public Tender.

State Forest Service,
Hokitika, 11th January, 1935.

NOTICE is hereby given that written tenders for the purchase of the undermentioned milling-timber will close at the office of the State Forest Service, Hokitika, at 4 p.m. on Friday, the 25th day of January, 1935.

SCHEDULE.**WESTLAND FOREST-CONSERVATION REGION.—WESTLAND LAND DISTRICT.**

ALL the milling-timber on that piece of land containing 166 acres, situated in Block I, Kopara Survey District, part of Provisional State Forest Reserve 1715, about ten miles from Ruru Railway-station.

The total estimated quantity of timber in cubic feet is 264,376, or in board feet 1,673,500, made up as follows:—

Species.	Cubic Feet.	Board Feet.
Rimu	259,184	1,641,850
Miro	5,192	31,650
	<u>264,376</u>	<u>1,673,500</u>

Upset price: £1,307.

Time for removal: Two years.

Terms of Payment.

A marked cheque for one-seventh of the purchase-money, together with £1 ls. license fee, must accompany the tender, and the balance be paid in six equal quarterly instalments, the first falling due three months after the date of sale.

Terms and Conditions.

1. All instalment-payments shall be secured by "on demand" promissory notes made and endorsed to the satisfaction of the Commissioner of State Forests, and interest at the rate of 1 per cent. per annum in excess of current bank overdraft rates will be charged on all notes overdue from the date of maturity to the date of payment.

2. The right to cut and remove the timber will be sold in accordance with the provisions of the Forests Act, 1921-22, the regulations in force thereunder, and these conditions.

3. The aforementioned qualities, quantities, and kinds as to the said timber shall be taken as sufficiently accurate for the purposes of this sale, and no contract for the purchase shall be voidable, nor shall the successful purchaser be entitled to any abatement in price, by reason of the said timber being of less quantity, quality, or kind as stated herein or in any advertisement having reference to the said timber.

4. A return giving the number of logs cut of each species and their contents must be made quarterly by the licensee on the last days of March, June, September, and December, respectively, in each year. A return must also be made on the same dates showing the output of sawn timber of each species. These returns may be ascertained and verified by inspection of the books of the mill, or by such other means as the Conservator may require, and for this purpose the accounts and books shall be open to the inspection of the Conservator, a Forest Ranger, or other duly authorized officer.

5. The attention of tenderers is drawn to the fact that the local controlling body may require the successful tenderer to pay any claims or charges which may be made by that body for the maintenance of the road over which the timber may be transported, and before a sawmill license is issued a letter indicating that satisfactory arrangements have been made in this connection must be produced to the undersigned.

6. Intending tenderers are expected to visit the locality and to satisfy themselves in every particular on all matters relative to the sale.

7. Each tenderer must state the total price that he is prepared to pay for the timber. The highest or any tender will not necessarily be accepted, and the timber described is submitted for sale subject to the final acceptance of the tender by the Commissioner of State Forests.

8. The right is reserved to the Commissioner of State Forests to withdraw from sale any or all of the said timber either before or after the closing date for receipt of tenders.

9. If no tender is accepted for the timber herein mentioned it will remain open for application at the upset price until further notice.

10. Tenders should be on the special form obtainable from any office of the State Forest Service, and should be enclosed in envelopes addressed "Conservator of Forests, Hokitika," and endorsed "Tender for Timber."

The conditions, which will be inserted in the license to be issued to the purchaser, and further particulars may be obtained on application to the undersigned or to the Director of Forestry, Wellington.

S. A. C. DARBY, Conservator of Forests.

Milling-timber for Sale by Public Tender.

State Forest Service,
Invercargill, 14th January, 1935.

NOTICE is hereby given that written tenders for the purchase of the undermentioned milling-timber will close at the office of the State Forest Service, Invercargill, at 4 o'clock p.m. on Wednesday, the 6th day of February, 1935.

SCHEDULE.**SOUTHLAND FOREST-CONSERVATION REGION.—OTAGO LAND DISTRICT.**

ALL the milling-timber specified in that area, containing approximately 97 acres, known as Sawmill Area No. 81, situated in Blocks I and II, Tautuku Survey District (portion of Provisional State Forest No. 18), adjacent to Tahakopa Township.

The total estimated quantity in cubic feet is 89,400, or in board feet 566,300, made up as follows:—

Species.	Cubic Feet.	Board Feet.
Rimu	86,200	547,300
Miro	3,200	19,000
	<u>89,400</u>	<u>566,300</u>

Upset price: £443.

Time for removal of timber: Two years.

Terms of Payment.

A marked cheque for £63 of the purchase-money and £1 ls. license fee must accompany the tender, and the balance be paid in six equal quarterly instalments, the first of which shall be paid three months after the date of sale.

Terms and Conditions.

1. All instalment payments shall be secured by "on demand" promissory notes made and endorsed to the satisfaction of the Commissioner of State Forests, and interest at the rate of 1 per cent. per annum in excess of current bank overdraft rates will be charged on all notes overdue from the date of maturity to the date of payment.

2. The right to cut and remove the timber will be sold in accordance with the provisions of the Forests Act, 1921-22, the regulations in force thereunder, and these conditions.

3. The aforementioned qualities, quantities, and kinds as to the said timber shall be taken as sufficiently accurate for the purposes of this sale, and no contract for the purchase shall be voidable, nor shall the successful purchaser be entitled to any abatement in price, by reason of the said timber being of less quantity, quality, or kind as stated herein or in any advertisement having reference to the said timber.

4. A return giving the number of logs cut of each species and their contents must be made quarterly by the licensee on the last days of March, June, September, and December, respectively, in each year. A return must also be made on the same dates showing the output of sawn timber of each species. These returns may be ascertained and verified by inspection of the books of the mill, or by such other means as the Conservator may require, and for this purpose the accounts and books shall be open to the inspection of the Conservator, a Forest Ranger, or other duly authorized officer.

5. The attention of tenderers is drawn to the fact that the local controlling body may require the successful tenderer to pay any claims or charges which may be made by that body for the maintenance of the road over which the timber may be transported, and before a sawmill license is issued a letter indicating that satisfactory arrangements have been made in this connection must be produced to the undersigned.

6. Intending tenderers are expected to visit the locality and to satisfy themselves in every particular on all matters relative to the sale.

7. Each tenderer must state the total price that he is prepared to pay for the timber. The highest or any tender will not necessarily be accepted, and the timber described is submitted for sale subject to the final acceptance of the tender by the Commissioner of State Forests.

8. The right is reserved to the Commissioner of State Forests to withdraw from sale any or all of the said timber either before or after the closing date for receipt of tenders.

9. If no tender is accepted for the timber herein mentioned it will remain open for application at the upset price until further notice.

10. Tenders should be on the special form obtainable from any office of the State Forest Service, and should be enclosed in envelopes addressed "Conservator of Forests, Invercargill," and endorsed "Tender for Timber."

The conditions, which will be inserted in the license to be issued to the purchaser, and further particulars may be obtained on application to the undersigned or to the Director of Forestry, Wellington.

N. J. DOLAMORE, Conservator of Forests.

BANKRUPTCY NOTICES.

In Bankruptcy.—In the Supreme Court of New Zealand.

NOTICE is hereby given that NORMAN STEPHENSON DAVIES, of Selkirk Road, Mount Albert, Auckland, Road Engineer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Law Court Buildings, High Street, Auckland, on Monday, the 21st day of January, 1935, at 10.30 o'clock a.m.

Dated at Auckland, this 7th day of January, 1935.

A. W. WATTERS,
Official Assignee.

In Bankruptcy.—In the Supreme Court of New Zealand.

NOTICE is hereby given that ROSA MILLS and JESSIE MUNRO, trading as "The Tea Caddy," of Hawera, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Courthouse, Hawera, on Friday, the 25th day of January, 1935, at 11 o'clock a.m.

Dated at Hawera, this 12th day of January, 1935.

A. E. HYNES,
Acting Official Assignee.

In Bankruptcy.—In the Supreme Court holden at Palmerston North.

NOTICE is hereby given that OLIVER PORTE LIDDELL, of Palmerston North, Pastrycook, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Monday, the 21st day of January, 1935, at 2.30 o'clock p.m.

CHARLES E. DEMPSY,
Deputy Official Assignee.

22nd December, 1934.

In Bankruptcy.—In the Supreme Court holden at Palmerston North.

NOTICE is hereby given that statements of accounts and balance-sheets in respect of the undermentioned estates, together with the report of the Audit Office thereon, have been duly filed in the above Court; and I hereby further give notice that at the sitting of the said Court, to be holden on Tuesday, the 5th day of February, 1935, I intend to apply for an order releasing me from the administration of the said estates.

Dated at Palmerston North, this 15th day of January, 1935.

- Alexander, Edward, Apiti, Farmer.
- Brown, Samuel, Palmerston North, Horse-float Proprietor.
- Cockburn, Ian Alister, Sandon, Storekeeper.
- Calman, Nelson Bruce, Palmerston North, Builder.
- Carson, Alfred William Squire, late Warkworth, Carrier.
- Easton, Thomas, Levin, Labourer.
- Fitt, Gilbert Henry, Palmerston North, Motor-trimmer.
- Gill, George Richard, Palmerston North, Freezing-works Worker.
- Hickford, Stanley Leonard, Awahuri, Driver.
- Henley, John Joseph, Levin, Electrician.
- Jacobs, Alice Susanne, Palmerston North, Furrier.
- James, Charles Henry, Palmerston North, Lorry-driver.
- Lucas, William John Parker, Glen Oroua, Labourer.
- Lunn, Arthur Clifford, Levin, Electrician.
- Lunn and Henley, Levin, Electricians.
- Mitchell, Burton Percival Coleridge, Palmerston North, Cartage Contractor.
- Mitchell, Henry Albert, Palmerston North, Hotelkeeper.
- McLean, Norman William, Palmerston North, Builder.
- McIlraith, James Robert, Palmerston North, Debt-collector.
- Orchard, Frederick Lewis, Palmerston North, Traveller.
- Pees, Charles Sydney, Palmerston North, Motor Mechanic.
- Pilcher, Arthur Ernest, Otaki, Butcher.
- Pearson, John Meredith, Palmerston North, Dealer.
- Raven, Frank, Palmerston North, Agent.
- Simson, Harry Louis, Feilding, Clothier.
- Trembath, John, Feilding, Carrier.
- Turner, Henry James, Palmerston North, Tire-dealer.
- Wrigley, Thomas Angus, Levin, Radio-dealer.
- Westcott, Isabella Margaret, Feilding, Milliner.
- Wells, David Richard, Whakarongo, Farmer.
- Young, John Frederick, Levin, Joiner.

CHARLES E. DEMPSY,
Deputy Official Assignee.

In Bankruptcy.—In the Supreme Court of New Zealand.

NOTICE is hereby given that JAMES TODD, of Timaru, Garage-proprietor, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Thursday, the 24th day of January, 1935, at 2.15 o'clock p.m.

Dated at Timaru, this 14th day of January, 1935.

W. HARTE,
Official Assignee.

ADVERTISEMENTS.

THE COMPANIES ACT 1933, SECTION 282 (3).

NOTICE is hereby given that at the expiration of three months from this date the name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register and the company will be dissolved:—

Luna Park, Limited. 1931/56.

Given under my hand at Auckland, this 14th day of January, 1935.

E. S. MOLONY,
Assistant Registrar of Companies.

THE COMPANIES ACT, 1933, SECTION 282 (3).

NOTICE is hereby given that at the expiration of three months from this date the names of the undermentioned companies will, unless cause is shown to the contrary, be struck off the Register and the companies will be dissolved:—

D. W. Jack and Sons, Limited. 1924/195.
Auckland Subdivisions, Limited. 1926/172.
Graziers Limited. 1930/224.
Awanui Bakeries, Limited. 1932/288.
Stanley-Vaughan Limited. 1933/281.

Given under my hand at Auckland, this 11th day of January, 1935.

E. S. MOLONY,
Assistant Registrar of Companies.

THE COMPANIES ACT, 1933, SECTION 282 (6).

NOTICE is hereby given that the name of the undermentioned company has been struck off the Register and the company has been dissolved:—

The Totara Flat Sawmilling Company, Ltd. 1927/13.

Given under my hand at Hokitika, this 9th day of January, 1935.

W. E. BROWN,
Assistant Registrar of Companies.

THE COMPANIES ACT, 1933, SECTION 282 (3).

TAKE notice that at the expiration of three months from the date hereof the name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register and the company dissolved:—

Harding Brothers, Limited. 1928/78.

Given under my hand at Christchurch, this 11th day of January, 1935.

M. KENNEDY,
Assistant Registrar of Companies.

THE COMPANIES ACT, 1933, SECTION 282 (3).

TAKE notice that at the expiration of three months from the date hereof the name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register and the company will be dissolved:—

Flax Products, Limited. 1929/9.

Given under my hand at Dunedin, this 14th day of January, 1935.

L. G. TUCK,
Assistant Registrar of Companies.

THE COMPANIES ACT, 1933, SECTION 282 (3).

AS the undermentioned companies have ceased to carry on business, I hereby give notice that at the expiration of three months from date hereof the companies will, unless cause be shown to the contrary, be struck off the Register and the companies dissolved:—

Dunearn Estate Company, Limited. 1909/4.
Golden Terrace Extended Gold-dredging Company, Limited. 1926/8.
Terrace Gold-mining Company, Limited. 1932/25.

Dated at the office of the Assistant Registrar of Companies at Invercargill, this 7th day of January, 1935.

J. A. FRASER,
Assistant Registrar of Companies.

SHERWIN-WILLIAMS COMPANY (AUSTRALIA), LIMITED.

THE COMPANIES ACT, 1933, SECTION 338.

TAKE notice that the above-named company intends ceasing to have a place of business in New Zealand.

Its business in New Zealand will be taken over and carried on by Sherwin-Williams Company (N.Z.), Limited, a company now about to be incorporated under Part VIII of the said Act.

1114

J. T. SPEARS, Managing Director.

BOROUGH OF RICHMOND.

NEW RESOLUTION MAKING SPECIAL RATE.

IN pursuance and exercise of the powers vested in it in that behalf by Part II of the Local Authorities Interest Reduction and Loans Conversion Act, 1932-33, and the Richmond Borough Loans Conversion Order, 1934 (No. 1), the Richmond Borough Council hereby resolves as follows:—

"That, for the purpose of providing the half-yearly instalments of principal and interest in respect of the new securities authorized to be issued by the Richmond Borough Council under the above-mentioned Act and Order in conversion of existing securities issued in respect of the loans set out in the First Schedule to that Order, and also the instalment of principal and interest on the unconverted securities issued in respect of such loans, the said Richmond Borough Council hereby makes and levies a special rate of three-sixteenths of one penny in the pound upon the rateable value (on the basis of capital value) of all rateable property of the district, and that such special rate shall be an annually recurring rate during the currency of such securities and be payable yearly on the 15th day of November in each and every year until the last maturity date of such securities, being the 15th day of November, 1958, or until all such securities are fully paid off."

1146

H. WARREN KELLY, Mayor.

THE HAWKE'S BAY COUNTY COUNCIL.

NOTICE OF INTENTION TO TAKE LANDS FOR METAL QUARRY AND FOR ROADS, AND TO CLOSE PORTIONS OF ROADS.

In the matter of the Public Works Act, 1928, and the Counties Act, 1920.

NOTICE is hereby given that the Hawke's Bay County Council proposes, under the provisions of the above-mentioned Acts, to execute certain public works—namely, the acquisition of a metal quarry and altering the course of a road—and for the purpose of such public work the lands described in the First and Second Schedules hereto are required to be taken; and, further, that it is proposed to close the portions of road described in the Third Schedule hereto.

Notice is further given that a plan of the lands so required to be taken for metal quarry and for roads, and of the portions of road proposed to be closed, is deposited in the public offices of the Clerk to the said Council at Napier, and is open for inspection by all persons during ordinary office hours.

All persons affected by the execution of the said public work or by the taking of the said lands or by the closing of portions of the said road who have any well-founded objections to the execution of the said public work or to the taking of the said lands, or to the closing of the said portions of road, must state their objections in writing and send the same on or before the 31st day of January, 1935, being a date not less than forty days from the first publication of this notice to the County Council at the Council Chambers, Browning Street, Napier.

FIRST SCHEDULE.

Approximate Area of Land required to be taken for Metal Quarry.	Being Portion of	Coloured on Plan.
A. B. P. 2 1 2	9g, Poukawa Native Reserve	Yellow.

Situate in the Te Mata Survey District, County of Hawke's Bay.

SECOND SCHEDULE.

Approximate Area of Land required to be taken for Road.	Being Portion of	Coloured on Plan.
A. B. P. 2 0 19	9g, Poukawa Native Reserve	Blue.
1 1 4	9H "	Red.
1 0 25	9H "	"
1 0 23	12A "	Blue.
1 3 35	12A "	"
0 3 25	12A "	"
1 2 17	12B "	Red.
2 0 9	10 "	"
0 3 18	11E "	"

Situate in the Te Mata Survey District, County of Hawke's Bay.

THIRD SCHEDULE.

Approximate Area of Roads to be closed.	Adjoining or passing through	Coloured on Plan.
A. R. F. 3 3 39	9G, Poukawa Native Reserve	Green.
1 0 17	9H "	"
2 1 4	10 "	"
1 0 16	11E "	"

Situate in Block XI, Te Mata Survey District, County of Hawke's Bay.

W. J. O'CONNELL,
County Clerk.

This notice was first published on the 17th day of December, 1934, in the *Daily Telegraph* Newspaper published at Napier.

TE KAUTE KAUNIHERA O HAAKI PEI.

HE WHAKAATURANGA I TE HIAHIA KI TE TANGO WHENUA HEI KOARE KOHATU A HEI RORI A KIA KATIA ETAHI WAAHI O NGA RORI.

I runga i Te Ture mo nga Mahi mo te Katoa 1892 a i Te Ture mo nga Kaute 1920.

HE whakaaturanga tenei ko Te Kaute Kaunihera o Haaki Pei i raro i nga tikanga o nga Ture kua huaina i runga ake nei e mea ana kia mahia etahi mahi mo te katoa ara tetahi koare kohatu a kia whakarereketia te takoto o tetahi rori; a hei meatanga mo aua mahi mo te katoa ko nga whenua e whakaaturia ake nei i roto i nga Kupu Apiti Tuatahi, Tuarua ki tenei e hiahia ana kia tangohia a kei te meatia hoki kia katia nga wahi o te rori e whakaaturia ake nei e te Kupu Apiti Tuatoru ki tenei.

He Whakaaturanga ano tenei ko te mapi o nga whenua e hiahia nei kia tangohia hei koare kohatu, hei rori a o etahi wahi o te rori e meatia nei kia katia kua whakatakotoria ki te Tari mo te Katoa a te Karaka o taua Kaunihera kei Nepia a e watea ana hei tirohanga ma nga tangata katoa i nga haora o te tari e rite ana.

Ko nga tangata katoa e pangia ana e te mahinga o taua mahi mo te katoa, e te tangohanga ranei o aua whenua e te katinga ranei o etahi wahi o taua rori mehemea he take tika whakaha e ratou mo te mahinga o taua mahi mo te katoa mo te tangohanga ranei o aua whenua mo te katinga ranei i aua wahi o te rori me tuku-a-tuhituhi mai a ratou whakahe i, a, i mua atu ranei i te 31 o nga ra o Hanuere 1935 he ra tenei i neke atu i te wha tekau nga ra mai o te ra tuatahi o te perehitanga o tenei Whakaaturanga ki te Kaute Kaunihera kei te Whare o te Kaunihera, Browning Tiriti, Nepia.

KUPU APITI TUATAHI.

Te Nui o te whenua e hiahia ana kia tangohia hei Kaore Kohatu.	Ko tetahi wahi	Te Kara o te Mapi.
E. R. P. 2 1 2	9G, Poukawa Rahui Maori ..	Kowhai.

Kei roto i te Takiwa Ruuri o Te Mata Kaute o Haaki Pei.

KUPU APITI TUARUA.

Te Nui o te whenua e hiahia ana kia tangohia hei rori.	Ko tetahi wahi o	Te Kara o te Mapi.
E. R. P. 2 0 19	9G, Poukawa Rahui Maori..	Puruu.
1 1 4	9H "	Whero.
1 0 25	9H "	"
1 0 23	12A "	Puruu.
1 3 35	12A "	"
0 3 25	12A "	"
1 2 17	12B "	Whero.
2 0 9	10 "	"
0 3 18	11E "	"

Kei roto i te Takiwa Ruuri o te Mata Kaute o Haaki Pei.

KUPU APITI TUATORU.

Te nui o te rori e katia ana.	E piri ana a e haere ana i ma roti i	Te kara o te Mapi.
E. R. P. 3 3 39	9G, Poukawa Rahui Maori	Kakariki.
1 0 17	9H "	"
2 1 4	10 "	"
1 0 16	11E "	"

Kei roto i Poraka XI Takiwa Ruri o Te Mata Kaute o Haaka Pei.

W. J. O'CONNELL,
Karaka o te Kaute.

Ko tenei whakaaturanga i perehitia tuatahitia i te 17 o nga ra o Tihema 1934 ki roto i te *Daily Telegraph* Newspaper i perehitia ki Nepia.

1144

CHANGE OF NAME OF COMPANY.

NOTICE is hereby given that Automotive Reconstruction and Engineering Company, Limited, has changed its name to Automotive Reconstruction, Limited, and that the new name was this day entered on my Register of Companies in place of the former name.

Dated at Auckland, this 5th day of January, 1935.

E. S. MOLONY,
Assistant Registrar of Companies.

M.S.C. MOTORS, LIMITED.

IN LIQUIDATION.

In the matter of the Companies Act, 1933, and in the matter of M.S.C. MOTORS, LIMITED (in Liquidation).

A FINAL meeting of shareholders and creditors in the winding-up of the above company will be held at the offices of Messrs. Baker and Swan, 1st Floor, Lister Building, Victoria Street East, Auckland, on Wednesday, 16th January, 1935, at 10 a.m., for the purpose of presenting an account of the liquidation showing how the winding-up has been conducted and how the property of the company has been disposed of.

L. W. SWAN,
Liquidator.

MEDICAL REGISTRATION.

I, GRAHAM BRUCE ALASTAIR COWIE, M.B., Ch.B., N.Z., 1935, now residing in Wellington, hereby give notice that I intend applying on the 10th February next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Department of Health at Wellington.

Dated at Wellington, 10th January, 1935.

GRAHAM BRUCE ALASTAIR COWIE,
Wellington Hospital, Wellington.

1148

AUTO-LITE SAFETY, LTD.

IN VOLUNTARY LIQUIDATION.

NOTICE is hereby given that at a meeting of the shareholders of the above-named company held at the registered office, 233 Lambton Quay, Wellington, on 20th December, 1934, the following special resolution was passed:—

“That the company proceeds to voluntarily wind up its affairs, and that Mr. CHARLES S. FALCONER be appointed liquidator.”

Any persons or companies having claims against the above-named company are required to send full particulars thereof to the undersigned on or before the 31st day of January, 1935, otherwise they may be excluded from participation in any distribution of assets.

Dated at Wellington, the 24th day of December, 1934.

CHARLES S. FALCONER,
Liquidator.

Druids' Chamber, Wellington.

1149

MEDICAL REGISTRATION.

I, ELIZABETH VIVIEN NEWLANDS, M.B., Ch.B., University of New Zealand, 1935, now residing in Dunedin, hereby give notice that I intend applying on the 2nd February next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Department of Health at Dunedin.

Dated at Dunedin, 1st January, 1935.

ELIZABETH VIVIEN NEWLANDS.
24 London Street, Dunedin.

1150

MEDICAL REGISTRATION.

I, JOHN BOYD WALLACE DUNLOP, M.B., Ch.B., University of New Zealand, 1935, now residing in Dunedin, hereby give notice that I intend applying on the 29th January next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Department of Health at Dunedin.

Dated at Dunedin, 29th December, 1934.

JOHN B. W. DUNLOP.
Public Hospital, Dunedin.

1151

CHANGE OF NAME OF COMPANY.

NOTICE is hereby given that Carter, Forsythe, Limited, has changed its name to Fraser, Smith, and Forsythe, Limited, and that the new name was this day entered on my Register of Companies in place of the former name.

Dated at Auckland, this 8th day of January, 1935.

E. S. MOLONY,
Assistant Registrar of Companies.

1152

AUCKLAND HARBOUR BOARD.

In the matter of the Local Authorities Interest Reduction and Loans Conversion Act, 1932-33, and of section 12 of the Local Authorities Interest Reduction and Loans Conversion Amendment Act, 1934, and of the Auckland Harbour Board Loans Conversion Order, 1934 (No. 2), and of the Auckland Harbour Board Loans Conversion Order, 1934 (No. 3).

I, THOMAS BENJAMIN CLAY, Chairman of the Auckland Harbour Board, hereby certify that pursuant to and in conformity with the provisions of subsection (2) of section 9 of the Local Authorities Interest Reduction and Loans Conversion Act, 1932-33, resolutions were duly passed at a special meeting of the Auckland Harbour Board held on the 11th day of December, 1934, and confirmed at a subsequent meeting of the said Board held on the 3rd day of January, 1935, whereby the said Board resolved to issue new securities in conversion of the existing securities (as set out in the First Schedule to the Auckland Harbour Board Loans Conversion Order, 1934 (No. 2), and in the First Schedule to the Auckland Harbour Board Loans Conversion Order, 1934 (No. 3), by the authority of and in pursuance of the Local Authorities Interest Reduction and Loans Conversion Act, 1932-33, and section 12 of the Local Authorities Interest Reduction and Loans Conversion Amendment Act, 1934, and the Auckland Harbour Board Loans Conversion Order, 1934 (No. 2), and the Auckland Harbour Board Loans Conversion Order, 1934 (No. 3).

Dated at Auckland, this 10th day of January, 1935.

THOMAS B. CLAY,
Chairman, Auckland Harbour Board.

1153

MEDICAL REGISTRATION.

I, JAMES McHAFFIE, M.B., Ch.B., University of New Zealand, 1934, now residing in Palmerston North, hereby give notice that I intend applying on the 8th February next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Department of Health at Wellington.

Dated at Palmerston North, 8th January, 1935.

JAMES McHAFFIE.
Public Hospital, Palmerston North.

1154

WINTER SPORTS, LIMITED.

IN VOLUNTARY LIQUIDATION.

NOTICE is hereby given that the above-named company went into voluntary liquidation on the 19th day of December, 1934, and that the undersigned was appointed liquidator for the purposes of such winding up.

All creditors are required to send full particulars of their claims to the address below before the 31st day of January, 1935, otherwise they will be excluded from participation in the distribution of assets.

Dated at Auckland, this 19th day of December, 1934.

T. W. MABEN, F.P.A. (N.Z.),
Liquidator.

14 O'Connell Street, Auckland, C. 1.

1155

CHANGE OF NAME OF COMPANY.

NOTICE is hereby given that J. Fraser and Co., Limited, has changed its name to J. Fraser and Sons, Limited, and that the new name was this day entered on my Register of Companies in place of the former name.

Dated at Invercargill, this 7th day of January, 1935.

J. A. FRASER,
1156 Assistant Registrar of Companies.

TARANAKI ELECTRIC-POWER BOARD.

RESOLUTION MAKING SPECIAL RATE AS SECURITY FOR LOAN.

Clifton County Special-rating Area No. 1 Reticulation Loan, 1934.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1926, the Taranaki Electric-power Board hereby resolves as follows:—

“That, for the purpose of providing the instalments of principal and interest and other charges on a loan of £11,000 authorized to be raised by the Taranaki Electric-power Board under the above-mentioned Act for constructing, erecting, and carrying out ‘electric works’ as defined by the Electric-power Boards Act, 1925, and the doing of all other acts and things authorized in that connection and found lawfully necessary and expedient for and in connection with the distribution and sale of electric energy and power within the Clifton County Special-rating Area No. 1 of the Taranaki Electric-power District, as constituted by resolution of the Board passed on the 23rd day of March, 1934, and recorded in the minutes of its proceedings of that date, at pages 1615 and 1616, and the acquisition, erection, and/or purchase of land, buildings, easements, plant, machinery, material, and things required for or incidental to such distribution and sale and the doing of all other acts and things authorized in that connection by the said Act, the said Taranaki Electric-power Board hereby makes and levies a special rate of eleven twenty-fourths (11/24ths) of one penny in the pound upon the rateable value (on the basis of capital value) of all rateable property of the said Clifton County Special-rating Area No. 1, the boundaries whereof are described in said resolution of 23rd March, 1934, and that such special rate shall be an annual-recurring rate during the currency of such loan and be payable yearly on the first day of August in each and every year during the currency of such loan, being a period of twenty years or until the loan is fully paid off.”

We hereby certify that the foregoing resolution was passed at a duly convened meeting of the Taranaki Electric-power Board held on the 17th day of December, 1934.

H. G. CARMAN, Chairman.
W. J. TRISTRAM, Secretary.

1157

CHANGE OF NAME.

NOTICE is hereby given that I, the undersigned, Robert Henry Payne Blakiston, of Wellington, in the Provincial District of Wellington and Dominion of New Zealand, Dental Surgeon (heretofore known as Robert Henry Payne Blackiston), being a British subject, have by deed-poll dated the 10th day of January, one thousand nine hundred and thirty-five, and enrolled in the Supreme Court Office at Wellington, renounced and abandoned my surname of Blackiston and assigned and adopted the surname of Blakiston for all purposes whatsoever.

Dated this 10th day of January, 1935.

R. H. BLAKISTON.

Witness to signature—R. E. Tripe, Solicitor, Wellington.

1158

INTERNATIONAL CONCESSIONS, LIMITED.

IN LIQUIDATION.

NOTICE is hereby given that at an extraordinary general meeting of the above-named company duly convened and held on the seventh day of January, 1935, the following special resolution was duly passed:—

“That the company be wound up voluntarily.”

Dated this 12th day of January, 1935.

J. R. HETHERINGTON,

1159

Chairman.

MEDICAL REGISTRATION.

I, DAVID CRAIG LLOYD CLAY, M.B., Ch.B., University of New Zealand, 1934, now residing in Wellington, hereby give notice that I intend applying on the 10th February next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Department of Health at Wellington.

Dated at Wellington, 10th January, 1935.

DAVID CRAIG LLOYD CLAY.

Public Hospital, Wellington.

1160

THAMES PRINTING CO., LTD.

IN LIQUIDATION.

In the matter of the THAMES PRINTING CO., LTD.

NOTICE is hereby given that a meeting of the shareholders of the above company will be held in the office of Mr. J. Kernick, Pollen Street, Thames, on Friday, the 1st February, 1935, at 10.30 a.m., for the purpose of receiving the liquidator's final statement of account.

J. H. BARTLETT,

1161

Liquidator.

THE UNITED WHEATGROWERS ACT, 1935.

In the matter of the Standing Orders of the General Assembly relative to Private Bills, and in the matter of a Private Bill entitled “An Act to authorize The Wheatmarketing Agency Company, Limited, as trustee of a certain sum of £8,000, being part of the balance of an Equalization Fund held by the Wheatmarketing Agency Company, Limited, in trust for certain wheatgrowers, to apply such sum of £8,000 in payment of 8,000 shares of £1 each in the capital of a proposed company to be formed in the interests of wheatgrowers and to be called ‘United Wheatgrowers (N.Z.), Limited,’ and to sanction such application and the holding of such 8,000 shares of £1 each by nominees of the Wheatmarketing Agency Company, Limited, in trust for wheatgrowers.”

PURSUANT to the Standing Orders of the General Assembly relating to Private Bills The Wheatmarketing Agency Company, Limited, a body duly incorporated under the Companies Act, 1908, having its registered office in Christchurch, hereby gives notice that application will be made to the General Assembly in Parliament assembled at its next ensuing session for leave to introduce a Private Bill intituled “The United Wheatgrowers Act, 1935.”

The object of the proposed Bill is as follows: To authorize The Wheatmarketing Agency Company, Limited, as trustee of a certain sum of £8,000, being part of the balance of an Equalization Fund held by The Wheatmarketing Agency Company, Limited, in trust for certain wheatgrowers, to apply such sum of £8,000 in payment of 8,000 shares of £1 each in the capital of a proposed company to be formed in the interests of wheatgrowers and to be called “United Wheatgrowers (N.Z.), Limited,” and to sanction such application and the holding of such 8,000 shares of £1 each by nominees of The Wheatmarketing Agency Company, Limited, in trust for wheatgrowers. The wheatgrowers entitled to a distribution of the above-mentioned £8,000 will become in effect owners of equivalent shares in the United Wheatgrowers (N.Z.), Limited.

Printed copies of the above-mentioned Private Bill will be deposited in the Private Bill Office, Parliament Buildings, Wellington, before or within fourteen days after the commencement of the next ensuing session.

Dated this 15th day of January, 1935.

DUNCAN, COTTERELL, AND Co.,

Solicitors for The Wheatmarketing Agency Company, Limited, the promoters of the Bill.

Christchurch.

1162

ROXBURGH BOROUGH COUNCIL.

I, FREDERICK AUGUSTINE LALOLI, Mayor of the Borough of Roxburgh, certify that the Roxburgh Borough Council at a meeting held on 10th January, 1935, confirmed a resolution passed at a special meeting of the aforesaid Council on 24th December, 1934. The purport of such resolution being that under the provisions of the Local Authorities Interest Reduction and Loans Conversion Act, 1932-33, and by authority of an Order in Council issued on the 5th day of November, 1934, the Council shall issue new securities in conversion of existing securities of the Municipal Hall and Buildings Loan, 1930.

1163

F. A. LALOLI, Mayor.

MEDICAL REGISTRATION.

I, JOHN JAMES CAMPBELL LAMROCK, M.B., Ch.M., Sydney, 1916, now residing in Wellington, hereby give notice that I intend applying on the 16th February next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Department of Health at Wellington.

Dated at Wellington, 16th January, 1935.

JOHN JAMES CAMPBELL LAMROCK.

Care of Mrs. Pearson, 210 The Terrace, Wellington. 1164

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