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Altering Proclamation of Maori Council Districts.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

PURSUANT to section three of the Maori Councils Act, 1900, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby alter the Proclamation dated the fifth day of June, one thousand nine hundred and thirty-five, and published in the *Gazette* on the thirteenth day of June, one thousand nine hundred and thirty-five, at page 1690, by substituting for the boundaries set out in the Schedule thereto in respect of the Taumarunui and Maniapoto Districts the boundaries set out in the Schedule hereto.

SCHEDULE.

TAUMARUNUI DISTRICT.

ALL that area in Auckland, Taranaki, and Wellington Land Districts bounded by a line commencing at the confluence of the Ongaruhe and Taringamutu Rivers; thence to the Ohura River along a right line running in the direction of the eastern termination of the confiscation-line; thence down the Ohura River to the Wanganui River; thence down the Wanganui River to the southern boundary of the Kaitieke County; thence along the southern and eastern boundaries of the Kaitieke County, as described in *New Zealand Gazette*, 1927, page 1959, to the Wanganui River; thence down the Wanganui River to its confluence with the Waipari Stream; thence north-westerly along a right line running in the direction of Hikurangi Trig. Station to its intersection by a right line running between Trig. Station No. 1389 (Moutere) and the confluence of the Ongaruhe and Taringamutu Rivers; thence along that line to the confluence of the Ongaruhe and Taringamutu Rivers, the place of commencement.

MANIAPOTO DISTRICT.

Bounded towards the north generally by the left bank of the Waikato River from its confluence with the Kopokorahi Stream to the south-eastern boundary-line of Wharepuhunga

Block; thence by the south-eastern boundary-lines of the said Wharepuhunga Block to Tapororoa; thence by the south-western boundary-lines of the Wharepuhunga Block aforesaid to the Mangatutu Stream; thence by the said Mangatutu Stream to its confluence with the Puniu River; thence by the left bank of the said Puniu River to the northern boundary-line of the original Mangauika Block (No. 6210); thence by the northern boundary of the said Mangauika Block to Mahaukura; thence by the northern boundary-lines of the forest reserve to its north-western corner; thence by a right line to the north-eastern corner of Section 3, Block I, Pirongia Survey District; thence by the northern boundary-lines of Sections 3, 2, and 1 of the said Block I, the northern boundary-lines of Section 1, Block IV, Kawhia North Survey District, and the northern boundary-lines of Pirongia West Block (No. 6221) and of Mangaora Block to Kawhia Harbour; thence by a right line across Kawhia Harbour to the north-eastern corner of Taharoa "A" Block (No. 6206A) on Kawhia Harbour; thence by the eastern and south-eastern boundary-lines of the said Taharoa "A" Block to the Taharoa "B" No. 1 Block (No. 6206B); thence by the north-eastern, south-eastern, and southern boundary-lines of the said Taharoa "B" No. 1 Block to the mouth of the Waihekura Stream on the west coast; thence towards the west by the ocean to Parinihi (White Cliffs); thence towards the south by the confiscation boundary-line, and a right line from the eastern termination of the said confiscation boundary-line to the confluence of the Ongaruhe and Taringamutu Rivers; thence towards the south-east by a right line to Trig. Station No. 1389 (Moutere); thence by a right line to Trig. Station No. 1390 (Pureora); and thence by a right line to the confluence of the Waikato River and the Kopokorahi Stream, the place of commencement.

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 2nd day of April, 1936.

M. J. SAVAGE, Native Minister.

GOD SAVE THE KING!

Additional Land at Middleton taken for the Purposes of the Hurunui-Waitaki Railway.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

WHEREAS it has been found desirable for the use, convenience, and enjoyment of the Hurunui-Waitaki Railway to take further land at Middleton in addition to land previously acquired for the purpose of the said railway:

Now, therefore, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, in exercise of the powers and authorities conferred on me by sections thirty-four and two hundred and sixteen of the Public Works Act, 1928, and of every other power and authority in anywise enabling me in this behalf, do hereby proclaim and declare that the land described in the Schedule hereto is hereby taken for the purposes above mentioned.

SCHEDULE.

APPROXIMATE area of the piece of land: 6.3 perches.
Part of R.S. 240, Block X, Christchurch Survey District, Paparua County. (S.O. S.P. 2405.)

In the Canterbury Land District; as the same is more particularly delineated on the plan marked L.O. 4034, deposited in the office of the Government Railways Board at Wellington, and thereon coloured yellow.

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 1st day of April, 1936.

D. G. SULLIVAN, Minister of Railways.

GOD SAVE THE KING!

(L.O. 16398.)

Altering the Boundaries of the Wairarapa Electric-power District.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

IN pursuance and exercise of the powers conferred upon me by section three of the Electric-power Boards Act, 1925, and of every other power and authority in anywise enabling me in that behalf, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby alter the boundaries of the Wairarapa Electric-power District so as to include the area described in the Schedule hereto.

SCHEDULE.

ALL that area situated in the Wellington Land District and being portion of the Featherston County, bounded by a line commencing at a point on the south-east boundary of the Wairarapa Electric-power District at the south-west corner of Section 4, Block I, Waipawa Survey District, and following in an easterly direction generally the southern boundary of the said Section 4 to where it meets the western boundary of Section 12, Block I, Waipawa Survey District; thence following in a northerly direction generally the north-western boundary of the said Section 12 and the western boundary of Section 26, Block I, Waipawa Survey District, to the north-west corner of the said Section 26; thence following in an easterly direction the northern boundary of the said Section 26 to a point on a public road situated at the north-east corner of the said Section 26; thence following in an easterly direction the said road to where it joins the Ruakokopatuna Road; thence by a right line straight across the latter-named road to the western boundary of Lot 10, D.P. 2486, Section part 27, Block I, Waipawa Survey District; thence following in a southerly direction the western boundary of the said Lot 10 to its south-west corner, and thence following in an easterly direction the southern boundary of the said Lot 10 to the Ruakokopatuna Stream; thence by a right line straight across such stream to the northern boundary of Section 177, Block I, Waipawa Survey District; thence following in an easterly direction generally the northern and north-eastern boundary of the said Section 177 to the north-west corner of Section 164, Waipawa Survey District; thence following in a south-westerly direction the north-west boundaries of Sections 164, 165, and 167, Block I, Waipawa Survey District, to the south-west corner of the last-named section; thence following in an easterly direction the southern boundary of the said Section 167 to where it meets the Makara River; thence by a right line across such river to the north-west

corner of Section 172, Block V, Waipawa Survey District; thence following in a southerly direction the Makara River to the south-west corner of Section 207, Block VI, Waipawa Survey District; thence following in an easterly direction the southern boundary of the said Section 207 to its south-east corner; thence by a right line straight across a public road to the north-western boundary of the block of land described under Lot 2, D.P. 2773, Blocks VI and X, Waipawa Survey District; thence following in a north-easterly direction the north-western boundary of the said Lot 2, D.P. 2773, to where it meets the south-western boundary of Lot 1 of Ngawaka-A-Kupe No. 1A; thence following in a south-easterly direction generally the south-western boundary of this block to its most southern point; thence following in a northerly direction generally the south-eastern boundary of Ngawaka-A-Kupe No. 1A, the eastern and north-eastern boundaries of Ngawaka-A-Kupe B to where such boundary meets the Huangarua River at the north-west corner of Ngawaka-A-Kupe B Lot 1, D.P. 2217, Block II, Waipawa Survey District; thence by a right line straight across the said river to the eastern boundary of Lot 96, D.P. 591, Section 98, Block XIV, Huangarua Survey District; thence following in a northerly direction the Huangarua River to the boundary of the Wairarapa Electric-power District at the point where the northern boundary of Block XIV, Huangarua Survey District, intersects such river; thence following in a north-westerly, south-westerly, and southerly direction generally the south-eastern boundary of the Wairarapa Electric-power District to the starting-point. As the same is more particularly delineated on the plan marked P.W.D. 91704, 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 3rd day of April, 1936.

R. SEMPLE, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 26/988.)

Altering the Boundaries of the Westland Electric-power District.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

IN pursuance and exercise of the powers conferred upon me by section three of the Electric-power Boards Act, 1925, and of every other power and authority in anywise enabling me in that behalf, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby alter the boundaries of the Westland Electric-power District so as to include the area described in the Schedule hereto.

SCHEDULE.

ALL that parcel of land in the Provincial District of Westland, containing by admeasurement 842 acres, more or less, situate in the Waimea Survey District, and bounded as follows: Commencing at a point on the western side of the Greenstone Road, being the southernmost corner peg of Rural Section 1926; thence north-westerly at a right angle with the said road for 40 chains; thence north-easterly at a right angle to the southern boundary of Suburban Section 1309, 9680 links; thence south-easterly following the southern boundaries of Suburban Sections 1309, 1308, 1307, 1181, 1180, 1179, and 1178, 5290 links; thence across the Greenstone Road, and by the southern boundary of Ferry Reserve No. 68 in red, and the north-eastern boundary of Education Endowment Reserve No. 128 in red, 4600 links; thence south-westerly along part of the south-eastern boundary of the said Reserve No. 128 in red, 1140 links and 8100 links, and a line in continuation of the same; thence north-westerly at a right angle and a straight line to the commencing-point, 4100 links: be all the aforesaid linkages more or less. As the same is more particularly delineated on the plan marked P.W.D. 91386, deposited in the office of the Minister of Public Works at Wellington, and thereon edged blue.

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 3rd day of April, 1936.

R. SEMPLE, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 26/1153.)

Land proclaimed as a Road in Block X, Paritutu Survey District, Taranaki County.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Paritutu Survey District described in the Schedule hereto.

SCHEDULE.

APPROXIMATE areas of the pieces of land proclaimed as a road:—

A.	R.	P.	Being Portion of
2	0	8.8	Part Section J, Hua and Waiwakaiho District; coloured pink.
7	1	1.8	Part Section J, Hua and Waiwakaiho District; coloured blue.

Situated in Block X, Paritutu Survey District. (S.O. 7340.)

In the Taranaki Land District; as the same are more particularly delineated on the plan marked P.W.D. 90528, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured as above mentioned.

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 2nd day of April, 1936.

R. SEMPLE, Minister of Public Works.
GOD SAVE THE KING!

(P.W. 38/609.)

Land proclaimed as a Road, and Road closed, in Block XIII, Ohinemuri Survey District, Ohinemuri County.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Ohinemuri Survey District described in the First Schedule hereto; and also do hereby proclaim as closed the road described in the Second Schedule hereto.

FIRST SCHEDULE.

LAND PROCLAIMED AS A ROAD.

APPROXIMATE areas of the pieces of land proclaimed as a road:—

A.	R.	P.	Being Portion of
0	2	13.5	Lot 36, Section A, on D.P. 1857, being part Te Tawaatakuao Block; coloured red.
0	1	21.3	Part Te Tawaatakuao No. 1 Block; coloured red.
0	0	12.9	Lot 1, Section C, on D.P. 1857, being part Te Tawaatakuao No. 1 Block; coloured purple.
0	0	6.6	Lot 2, Section C, on D.P. 1857, being part Te Tawaatakuao No. 1 Block; coloured purple.
0	0	3.2	Lot 3, Section C, on D.P. 1857, being part Te Tawaatakuao No. 1 Block; coloured purple.
0	0	0.8	Lot 4, Section C, on D.P. 1857, being part Te Tawaatakuao No. 1 Block; coloured purple.

SECOND SCHEDULE.

ROAD CLOSED.

APPROXIMATE area of the piece of road closed: 1 acre 0 roods 15.1 perches.

Adjoining or passing through parts Te Tawaatakuao No. 1 Block, and Lots 20, 21, 22, 23, 24, Section B, on D.P. 1857, being part Te Tawaatakuao No. 1 Block; coloured green.

All situated in Block XIII, Ohinemuri Survey District (Auckland R.D.). (S.O. 28258.)

All in the Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 91542, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured as above mentioned.

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 2nd day of April, 1936.

R. SEMPLE, Minister of Public Works.
GOD SAVE THE KING!

(P.W. 62/2/15/0.)

Land proclaimed as a Road, and Road closed, in Block XIII, Otahuhu Survey District, Manukau County.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Otahuhu Survey District described in the First Schedule hereto; and also do hereby proclaim as closed the road described in the Second Schedule hereto.

FIRST SCHEDULE.

LAND PROCLAIMED AS A ROAD.

APPROXIMATE area of the piece of land proclaimed as a road: 34.4 perches.

Being Lot 1, D.P. 16639, being part Sections 32 and 32A, Suburbs of Weymouth; coloured yellow.

SECOND SCHEDULE.

ROAD CLOSED.

APPROXIMATE area of the piece of road closed: 34.4 perches. Adjoining or passing through Section 33, Suburbs of Weymouth; coloured green.

All situated in Block XIII, Otahuhu Survey District (Auckland R.D.). (S.O. 28237.)

All in the North Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 91743, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured as above mentioned.

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 2nd day of April, 1936.

R. SEMPLE, Minister of Public Works.
GOD SAVE THE KING!

(P.W. 34/59/1.)

Land taken for the Purposes of a Recreation-ground in the City of Wellington.

[L.S.] GALWAY, 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, George Vere Arundell, Viscount Galway, 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 recreation-ground, and shall vest in the Mayor, Councillors, and Citizens of the City of Wellington as from the date hereinafter mentioned and I do also declare that this Proclamation shall take effect on and after the twentieth day of April, one thousand nine hundred and thirty-six.

SCHEDULE.

APPROXIMATE areas of the pieces of land taken:—

A.	R.	P.	
0	1	33.52	} Being parts Section 8, Evans Bay R.D.
1	0	10.65	
1	2	13.77	

Situated in Block XI, Port Nicholson Survey District (City of Wellington). (S.O. 3077.)

In the Wellington Land District; as the same are more particularly delineated on the plan marked P.W.D. 91592, 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 2nd day of April, 1936.

R. SEMPLE, Minister of Public Works.
GOD SAVE THE KING!

(P.W. 50/590.)

Land taken for the Purposes of a Road in Block II, Pakiri Survey District.

[L.S.] GALWAY, 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, George Vere Arundell, Viscount Galway, 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 road; and I do also declare that this Proclamation shall take effect on and after the twentieth day of April, one thousand nine hundred and thirty-six.

SCHEDULE.

APPROXIMATE area of the piece of land taken: 2 acres 2 roods 4 perches.
Being portion of Allotment 244, Mangawai Parish.

Situated in Block II, Pakiri Survey District (Auckland R.D.). (S.O. 28359.)

In the North Auckland Land District; as the same is more particularly delineated on the plan marked P.W.D. 91646, 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 2nd day of April, 1936.

R. SEMPLE, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 33/1529/1.)

Defining the Middle-line of a Road in Block II, Moeangiangi Survey District—viz., a Deviation of the Napier-Gisborne via Wairoa Main Highway.

[L.S.] GALWAY, 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, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that the middle-line of a road desired to be constructed over Block II, Moeangiangi Survey District—viz., a deviation of the Napier-Gisborne via Wairoa Main Highway—shall be that defined and set forth in the Schedule hereto.

SCHEDULE.

COMMENCING at a point on the Napier-Gisborne via Wairoa Main Highway opposite the south-eastern corner of Awa-O-Totara A 2 Block, Block II, Moeangiangi Survey District, and proceeding thence generally in a north-westerly direction for a distance of approximately 37 chains, and passing in, into, through, or over the said Awa-O-Totara A 2 Block, and terminating at a point opposite the north-western corner of the said Awa-O-Totara A 2 Block, Block II, Moeangiangi Survey District; including all adjoining and intervening places, lands, reserves, roads, tracks, lakes, rivers, streams, and watercourses: all in the Hawke's Bay Land District. As the same is delineated on the plan marked P.W.D. 91765, deposited in the office of the Minister of Public Works at Wellington.

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 2nd day of April, 1936.

R. SEMPLE, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 62/5/15/0.)

Land taken for the Development of Water-power (Arapuni Scheme, Maungatapere Substation-site).

[L.S.] GALWAY, 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, George Vere Arundell, Viscount Galway, 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 development of water-power (Arapuni Scheme, Maungatapere Substation-site); and I do also declare that this Proclamation shall take effect on and after the twentieth day of April, one thousand nine hundred and thirty-six.

SCHEDULE.

APPROXIMATE area of the piece of land taken: 1 acre 2 roods. Being portion of part Allotment 1 (Tirarau's Grant), Maungatapere Parish.

Situated in Block XIV, Purua Survey District (Auckland R.D.). (S.O. 28369.)

In the North Auckland Land District; as the same is more particularly delineated on the plan marked P.W.D. 91647, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured yellow.

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 2nd day of April, 1936.

R. SEMPLE, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 60/309.)

Land in the North Auckland Land District proclaimed as ceasing to be set apart as National-endowment Land.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

WHEREAS by section three hundred and two of the Land Act, 1924, as amended by section ten of the Land Laws Amendment Act, 1926, it is enacted that on the disposal of any national-endowment land by way of sale, or on the acquisition of the fee-simple of any such land, the Governor-General may by Proclamation declare that such land shall, as from a date to be specified in the Proclamation, cease to be national-endowment land:

And whereas the land described in the Schedule hereto has been disposed of by way of sale for cash, and it is expedient that the said land should cease to be national-endowment land:

Now, therefore, in pursuance and exercise of the powers and authorities conferred upon me by the aforesaid section three hundred and two of the Land Act, 1924, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that from and after the twenty-seventh day of February, one thousand nine hundred and thirty-six, the land described in the Schedule hereto, which was set apart as national-endowment land under the provisions of section two hundred and fifty-eight of the Land Act, 1908, shall cease to be national-endowment land.

SCHEDULE.

NORTH AUCKLAND LAND DISTRICT.

PART Section 2 (now known as Section 17), Block VI, Kerikeri Survey District: Area, 255 acres.

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 2nd day of April, 1936.

FRANK LANGSTONE, Minister of Lands.

GOD SAVE THE KING!

(L. and S. 22/4256.)

Land in the Westland Land District proclaimed as ceasing to be set apart as National-endowment Land.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

WHEREAS by section three hundred and two of the Land Act, 1924, as amended by section ten of the Land Laws Amendment Act, 1926, it is enacted that on the disposal of any national-endowment land by way of sale, or on the acquisition of the fee-simple of any such land, the Governor-General may by Proclamation declare that such land shall, as from a date to be specified in the Proclamation, cease to be national-endowment land:

And whereas the fee-simple of the land described in the Schedule hereto (being land heretofore held on renewable lease tenure) has been acquired, and it is expedient that the said land should cease to be national-endowment land:

Now, therefore, in pursuance and exercise of the powers and authorities conferred upon me by the aforesaid section three hundred and two of the Land Act, 1924, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that from and after the thirtieth day of January, one thousand nine hundred and thirty-six, the land described in the Schedule hereto, which was set apart as national-endowment land under the provisions of section two hundred and fifty-eight of the Land Act, 1908, shall cease to be national-endowment land.

SCHEDULE.

WESTLAND LAND DISTRICT.

SECTION 3022, Block XIII, Wanganui Survey District: Area, 25 acres 2 roods 18 perches.

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 2nd day of April, 1936.

FRANK LANGSTONE, Minister of Lands.

GOD SAVE THE KING!

(L. and S. X/98/25.)

Land proclaimed as a Road, and Road closed, in Block III, Retaruke Survey District, Wellington Land District.

[L.S.] GALWAY, Governor-General.
A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land described in the First Schedule hereto; and also do hereby proclaim as closed the road described in the Second Schedule hereto.

FIRST SCHEDULE.

LAND PROCLAIMED AS A ROAD.

APPROXIMATE area of the piece of land proclaimed as a road: 1 acre 0 roods 17-7 perches.

Being portion of Section 11 (scenic reserve); coloured red.

SECOND SCHEDULE.

ROAD CLOSED.

APPROXIMATE area of the piece of road closed: 1 acre 1 rood 32 perches.

Adjoining or passing through Sections 11 and 13, coloured green.

All situated in Block III, Retaruke Survey District. (S.O. plan 3104.)

All in the Wellington Land District; as the same are more particularly delineated on the plan marked L. and S. 26/23258A, deposited in the Head Office, Department of Lands and Survey, at Wellington, under No. 2767, and thereon coloured as above mentioned.

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 2nd day of April, 1936.

FRANK LANGSTONE, Minister of Lands.

GOD SAVE THE KING!

(L. and S. 26/23258.)

Variation of Order in Council prohibiting Alienation of certain Native Lands or Lands owned by Natives.

GALWAY, Governor-General.
ORDER IN COUNCIL.

At the Government House at Wellington, this 1st day of April, 1936.

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

PURSUANT to section one hundred and sixty-seven of the Native Land Act, 1931, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, doth hereby vary an Order in Council made on the fourth day of April, one thousand nine hundred and thirty-two, and published in the *Gazette* on the seventh day of April, one thousand nine hundred and thirty-two, at page 735, and affecting Hauturu East B 2 Section 2A 1A and other blocks by excluding therefrom the land described in the Schedule hereto.

SCHEDULE.

PEHITAWA 2B 5C Block: Area, 41 acres 3 roods 21 perches. Orahiri Survey District.

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

Postal Regulations and Charges.

GALWAY, Governor-General.
ORDER IN COUNCIL.

At the Government House at Wellington, this 1st day of April, 1936.

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

PURSUANT to the Post and Telegraph 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, doth hereby revoke the regulations made and the charges fixed by Order in Council on the twenty-third day of May, one thousand nine hundred and thirty-two, and published in the *New Zealand Gazette* of the twentieth-sixth day of May, one thousand nine hundred and thirty-two, so far as they relate to parcels and cinematograph films, and in lieu thereof doth make the regulations and fix the charges set forth in the Schedule hereto; and doth further order and declare that such revocation shall take effect and the regulations and charges hereby made and fixed shall come into operation on the date of publication of this Order in Council in the *Gazette*.

SCHEDULE.

INLAND PARCELS.

Ordinary Rates.

	s.	d.
Not exceeding 3 lb.	0	6
Exceeding 3 lb. but not exceeding 7 lb.	1	0
" 7 lb.	1	6
" 14 lb.	2	0
" 21 lb.	2	6

Special Rates for certain Parcels.

For parcels more than 1 in. in thickness and exceeding 4 ft. 6 in. in length and *girth* combined, and for parcels not more than 1 in. in thickness and exceeding 4 ft. 6 in. length and *width* combined: Not exceeding 21 lb., 2s.; exceeding 21 lb., but not exceeding 28 lb., 2s. 6d. (*exclusive* of hamper fee).

For parcels of fishing-rods and golf clubs exceeding 3 ft. 6 in. but not exceeding 4 ft. 6 in. in length: Not exceeding 3 lb., 2s.; exceeding 3 lb., but not exceeding 7 lb., 2s. 6d.; exceeding 7 lb. but not exceeding 14 lb., 3s. (*inclusive* of hamper fee).

Limit of Weight.

Parcels not exceeding 28 lb. in weight shall be accepted for transmission to all places in the Dominion served by wheeled conveyance, rail, or steamer.

Cinematograph Films.

Cinematograph films may be posted only to or from offices at which the limit of weight for parcels is 28 lb. The rate of postage shall be—

	Ordinary.	Express Transit.
	s. d.	s. d.
For a five-film container containing five films	9 4	11 4
For a five-film container containing under five films	7 8	9 8
For a two-film container	4 2	5 2
For a one-film container	2 1	2 7

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

Regulations under the Cook Islands Act, 1915.

GALWAY, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 1st day of April, 1936.

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

IN pursuance and exercise of the powers and authorities vested in him by the Cook Islands Act, 1915, and of all other powers and authorities in anywise 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.

REGULATIONS.

1. These regulations may be cited as the Cook Island Census Regulations, 1936.

2. A census shall be taken in the Cook Islands on the 30th day of April, 1936.

3. For the purpose of taking the census a Resident Commissioner or a Resident Agent may assign duties to such officers as are required.

4. For the purpose of these regulations a dwelling means any building or erection, whether permanent or temporary, which is wholly or partly used for human habitation, and includes a vessel at or on any island of the Cook Islands or on a passage between any two of such islands.

5. The census of Europeans and of Natives attached to dwellings occupied by a European or Europeans shall be taken by means of schedules containing particulars which shall be furnished by every occupier or person in charge of a dwelling occupied by a European or Europeans.

6. It shall be the duty of every occupier or person in charge of a dwelling which is occupied by a European or Europeans to ensure that the particulars required by the schedules are furnished with respect to—

- (a) Every European who abode in the dwelling on the night of the census and who was alive at midnight ; and
- (b) Every European who, not being included in any other schedule of the census, arrived at or returned to such dwelling after midnight on the night of the census and before midnight of the day following ; and
- (c) Every Native residing in or customarily performing services in or about such dwelling and who was alive at midnight on the night of the census and not included in any other schedule of the census.

7. If the person in respect of whom particulars are required pursuant to clause 6 of these regulations is not the occupier or person in charge of the dwelling it shall be his duty to furnish to the occupier or person in charge the particulars necessary to fill up the schedules, or to fill up a personal schedule and deliver it to the occupier or person in charge.

8. The particulars which shall be obtained by means of the said schedules shall be as follows :—

- (a) Covering schedule :—
 - (1) Nature of establishment :
 - (2) Name of island in which situated :
 - (3) Number of persons who—
 - (i) Being Europeans abode in the dwelling on the night of the census and who were alive at midnight ; or
 - (ii) Being Europeans not included in any other schedule of the census arrived at or returned to the dwelling after midnight on the night of the census and before midnight of the day following ; or
 - (iii) Being Natives resided in or customarily performed services in or about the dwelling and were alive at midnight on the night of the census and were not included in any other schedule of the census :

(4) Name of every person for whom a personal schedule is attached.

(b) Personal schedule :—

- (1) Full name :
- (2) Relationship to head of household :
- (3) Sex :
- (4) Age :
- (5) Conjugal condition :
- (6) Birthplace :
- (7) Duration of residence in the Cook Islands :
- (8) Nationality :
- (9) Racial origin of self, of father, and of mother :
- (10) Occupation or profession :
- (11) Religious profession :
- (12) Usual place of residence.

9. Every officer appointed for the purpose is hereby authorized to ask such questions and conduct such inquiries as are necessary to obtain the particulars set out in clause 8 of these regulations and to satisfy himself that any covering schedule or personal schedule is correctly filled up.

10. The census of Natives other than those Natives who are described in clause 6 of these regulations shall be taken and recorded in sub-enumeration books by officers appointed for that purpose, who are hereby authorized to ask such questions and conduct such inquiries as are necessary to obtain the particulars set out in clause 11 of these regulations.

11. The particulars which shall be obtained from Natives other than those Natives who are described in clause 6 of these regulations shall be as follows :—

- (1) Full name :
- (2) Sex :
- (3) Age :
- (4) Racial origin :
- (5) Birthplace :
- (6) Name of island and village or district therein where living at the census :
- (7) Name of usual place of residence :
- (8) Occupation :
- (9) Religion :
- (10) Ability to read or write in—
 - (a) Maori.
 - (b) English.

12. Any person who neglects or refuses to furnish any census schedule as aforesaid or to answer any questions lawfully put to him for the purpose of the census, or who knowingly makes any statement or gives any answer untrue in any material particular required by these regulations, shall be guilty of an offence and shall be liable to a fine of £50.

13. Any person who without lawful authority destroys, defaces, or mutilates a census schedule or other census document of record shall be liable to a fine of £50.

14. Any officer appointed to any duty in connection with the census or any other person who divulges or makes use of any information obtained pursuant to these regulations, except as may be required by the preparation of statistics from the data ascertained at the census, shall be liable to a fine of £50.

15. Any person who hinders or obstructs any officer in pursuance of his duty under these regulations shall be liable to a fine of £10.

16. The Government Statistician appointed under the Census and Statistics Act, 1926, and a Resident Commissioner appointed under the Cook Islands Act, 1915, may prepare from particulars ascertained at the census such statistics as may be required for their respective purposes and may publish such statistics with any comments thereon which are deemed necessary or advisable.

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

Amending Regulations under the Sale of Food and Drugs Act, 1908.

GALWAY, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 1st day of April, 1936.

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by the Sale of Food and Drugs Act, 1908, 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 amend the regulations made under the said Act on the twenty-third day of June, one thousand nine hundred and twenty-four, and gazetted on the twenty-sixth day of the same month (hereinafter referred to as "the principal regulations"), as follows:—

(1) Subclause three of Regulation 28 of the principal regulations referring to flour is hereby amended by adding thereto after the word "substance" the words "except calcium acid phosphate (calculated as $\text{CaH}_4(\text{PO}_4)_2$) which may be added in a proportion not exceeding three-tenths of the one part per centum (calculated on a dry basis)."

(2) Subclause nine of Regulation 65 of the principal regulations relating to vanilla substitutes is hereby amended by deleting therefrom the words "printed matter" and substituting therefor the words "descriptive words."

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

(H. F. & D. 36/1.)

Motor-spirits (Regulation of Prices) Regulations, 1936.

GALWAY, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 8th day of April, 1936.

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

IN pursuance and exercise of the power and authority conferred upon him by section three of the Motor-spirits (Regulation of Prices) Act, 1933, and of every other power and authority 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, doth hereby, on the recommendation of the Minister of Industries and Commerce, revoke the Motor-spirits (Regulation of Prices) Regulations, dated the twelfth day of February, one thousand nine hundred and thirty-six, and published in *New Zealand Gazette* No. 14 on the thirteenth day of February, one thousand nine hundred and thirty-six, at page 270, as from the date of publication of this Order in Council in the *Gazette*, and doth hereby on the recommendation of the Minister of Industries and Commerce as aforesaid make the following regulations relating to the fixation of the wholesale and retail price of motor-spirits in substitution therefor.

REGULATIONS.

1. These regulations may be cited as the Motor-spirits (Regulation of Prices) Regulations, 1936.

2. These regulations shall come into force on the day following the date of the publication thereof in the *Gazette*.

3. For the purposes of these regulations there shall be two classes of motor-spirits, namely,—

(a) Standard grade motor-spirits.

(b) Premium grade motor-spirits.

All motor-spirits sold at any time after the coming into force of these regulations under the following names, brands, or descriptions—namely, Power Chief, Texaco 400, Shell, Big Tree, Plume, Atlantic, and Europa—are hereby declared to belong to the class of standard grade motor-spirits.

All motor-spirits sold at any time after the coming into force of these regulations under the following names, brands, or descriptions—namely, Super Power Chief, Super Shell, Super Plume Ethyl, and Atlantic Ethyl—are hereby declared to belong to the class of premium grade motor-spirits.

4. These regulations shall apply only to the area specified in the Schedule hereto, and the prices herein mentioned which may be charged by wholesalers of motor-spirits shall be the prices charged for delivery within that area to a purchaser, either in containers holding not less than 44 gallons or in bulk into underground tanks.

5. Except as hereinafter provided the minimum price at which a wholesaler may sell standard grade motor-spirits shall be 1s. 7d. per imperial gallon.

6. Except as hereinafter provided the maximum price at which a wholesaler may sell standard grade motor-spirits shall be 1s. 7d. per imperial gallon; provided, however, that such maximum price shall not apply—

(a) To any sale made during the first fifteen days of any month in respect of which payment of the purchase price has not been made before the end of that month;

(b) To any sale made during any part of any month after the first fifteen days thereof in respect of which payment of the purchase price has not been made prior to the sixteenth day of the month following the month in which the said sale was made.

7. The minimum price at which a wholesaler acting under an agreement with an accredited agent of such wholesaler in force on the date of the coming into operation of these regulations may sell standard grade motor-spirits to such accredited agent shall be 1s. 6d. per imperial gallon.

8. The maximum price at which a wholesaler acting under an agreement with an accredited agent of such wholesaler in force on the date of the coming into operation of these regulations may sell standard grade motor-spirits to such accredited agent shall be 1s. 6d. per imperial gallon; provided, however, that such maximum price shall not apply to any sale in respect of which payment of the purchase price has not been made prior to the twenty-first day of the month following the month in which such sale was made.

9. Except as hereinafter provided the minimum price at which a wholesaler may sell premium grade motor-spirits shall be 1s. 8d. per imperial gallon.

10. Except as hereinafter provided the maximum price at which a wholesaler may sell premium grade motor-spirits shall be 1s. 8d. per imperial gallon; provided, however, that such maximum price shall not apply—

(a) To any sale made during the first fifteen days of any month in respect of which payment of the purchase price has not been made before the end of that month;

(b) To any sale made during any part of any month after the first fifteen days thereof in respect of which payment of the purchase price has not been made prior to the sixteenth day of the month following the month in which the said sale was made.

11. The minimum price at which a wholesaler acting under an agreement with an accredited agent of such wholesaler in force on the date of the coming into operation of these regulations may sell premium grade motor-spirits to such accredited agent shall be 1s. 7d. per imperial gallon.

12. The maximum price at which a wholesaler acting under an agreement with an accredited agent of such wholesaler in force on the date of the coming into operation of these regulations may sell premium grade motor-spirits to such accredited agent shall be 1s. 7d. per imperial gallon; provided, however, that such maximum price shall not apply to any sale in respect of which payment of the purchase price has not been made prior to the twenty-first day of the month following the month in which such sale was made.

13. The minimum price at which a wholesaler or accredited agent of a wholesaler acting under an agreement in force on the date of the coming into operation of these regulations may sell standard grade motor-spirits to any person who, during any one year commencing on the first day of January and ending on the thirty-first day of December, buys not less than 4,800 imperial gallons of such motor-spirits for use in his own business or businesses and not for resale shall be 1s. 7d. per imperial gallon.

14. The maximum price at which a wholesaler or accredited agent of a wholesaler acting under an agreement in force on the date of the coming into operation of these regulations may sell standard grade motor-spirits to any person who, during any one year commencing on the first day of January and ending on the thirty-first day of December, buys not less than 4,800 imperial gallons of such motor-spirits for use in his own business or businesses and not for resale shall be 1s. 7d. per imperial gallon; provided that the maximum price mentioned in this regulation shall not apply—

(a) To any sale made during the first fifteen days of any month in respect of which payment of the purchase price has not been made before the end of that month;

(b) To any sale made during any part of any month after the first fifteen days thereof in respect of which payment of the purchase price has not been made prior to the sixteenth day of the month following the month in which the said sale was made.

15. The minimum price at which a wholesaler or accredited agent of a wholesaler acting under an agreement in force on the date of the coming into operation of these regulations may sell premium grade motor-spirits to any person who,

during any one year commencing on the first day of January and ending on the thirty-first day of December, buys not less than 4,800 imperial gallons of such motor-spirits for use in his own business or businesses and not for resale shall be 1s. 8d. per imperial gallon.

16. The maximum price at which a wholesaler or accredited agent of a wholesaler acting under an agreement in force on the date of the coming into operation of these regulations may sell premium grade motor-spirits to any person who, during any one year commencing on the first day of January and ending on the thirty-first day of December, buys not less than 4,800 imperial gallons of such motor-spirits for use in his own business or businesses and not for resale shall be 1s. 8d. per imperial gallon; provided that the maximum prices mentioned in this regulation shall not apply—

- (a) To any sale made during the first fifteen days of any month in respect of which payment of the purchase price has not been made before the end of that month;
- (b) To any sale made during any part of any month after the first fifteen days thereof in respect of which payment of the purchase price has not been made prior to the sixteenth day of the month following the month in which the said sale was made.

17. If a person who has bought motor-spirits for use in his own business or businesses and not for resale satisfies the Minister—

- (a) That for any part of a year being a period of consecutive months ending on the thirty-first day of December he has bought not less than an average of 400 imperial gallons of motor-spirits per month, or that for the part of the year being the month ending on the thirty-first day of December he has bought not less than 400 imperial gallons of motor-spirits; and
- (b) That during the following year from the first day of January to the thirty-first day of December it is probable that he will buy not less than 4,800 imperial gallons of motor-spirits for use in his own business or businesses and not for purposes of resale;

then the minimum and maximum prices at which a wholesaler or accredited agent of a wholesaler acting under an agreement in force on the date of the coming into operation of these regulations may sell to such person the motor-spirits concerning the purchase of which he has so satisfied the Minister shall be the prices set out in Regulations 13, 14, 15, and 16 hereof.

18. The prices fixed under Regulations 13, 14, 15, and 16 hereof refer to sales of motor-spirits either in drums for the exclusive use of the purchaser thereof or to sales for delivery into underground tanks to be pumped through a pump used exclusively by the purchaser thereof for pumping motor-spirits for his own use.

19. The minimum price at which a retailer may sell standard grade motor-spirits shall be 1s. 10d. per imperial gallon.

20. The maximum price at which a retailer may sell standard grade motor-spirits for cash payable on the delivery thereof to the purchaser shall be 1s. 10d. per imperial gallon.

21. The minimum price at which a retailer may sell premium grade motor-spirits shall be 1s. 11d. per imperial gallon.

22. The maximum price at which a retailer may sell premium grade motor-spirits for cash payable on the delivery thereof to the purchaser shall be 1s. 11d. per imperial gallon.

23. Except as hereinafter provided the maximum and the minimum price at which a retailer may sell standard grade motor-spirits in drums containing not less than 44 imperial gallons shall be 1s. 9d. per imperial gallon.

24. Except as hereinafter provided the maximum and the minimum price at which a retailer may sell premium grade motor-spirits in drums containing not less than 44 imperial gallons shall be 1s. 10d. per imperial gallon.

25. The maximum and the minimum price at which a retailer may sell standard grade motor-spirits in drums (containing not less than 44 imperial gallons) to a purchaser entitled to a rebate of Customs duty under the provisions of the Motor-spirits Taxation Act, 1927, and its amendments, shall be 1s. 9d. per imperial gallon; provided that if such purchaser furnishes the retailer from whom he has purchased any motor-spirits evidence of the granting of a refund under section 8 of the Motor-spirits Taxation Act, 1927, and its amendments, in respect of such motor-spirits, then he shall be entitled to a rebate from the retailer of 1d. per imperial gallon in respect of the purchase price of such motor-spirits.

26. The maximum and the minimum price at which a retailer may sell premium grade motor-spirits in drums (containing not less than 44 imperial gallons) to a purchaser entitled to a rebate of Customs duty under the provisions of the Motor-spirits Taxation Act, 1927, and its amendments, shall be 1s. 10d. per imperial gallon; provided that if such purchaser furnishes the retailer from whom he has purchased any motor-spirits evidence of the granting of a refund under

section 8 of the Motor-spirits Taxation Act, 1927, and its amendments, in respect of such motor-spirits, then he shall be entitled to a rebate from the retailer of 1d. per imperial gallon in respect of the purchase price of such motor-spirits.

27. Nothing in these regulations shall apply to the sale of motor-spirits sold for use in an aeroplane or sold for the purpose of resale for use in an aeroplane, and, further, nothing in these regulations shall apply to the sale of any motor-spirits to His Majesty the King.

SCHEDULE.

ALL that area in the Wellington Land District, bounded by a line commencing at a point on the high-water mark of Port Nicholson, being the south-western corner of the Borough of Eastbourne, and proceeding thence by the south-western boundary of the said borough to the south-eastern corner of Section 48, Block IV, Pencarrow Survey District; thence towards the north generally by the south-eastern boundaries of the said Section 48 and Section 43, Block IV, Pencarrow Survey District, Section 41, Block I, Pencarrow Survey District, and Sections 35, 31, 28, 26, and 24, Block XVI, Belmont Survey District; thence towards the north-west generally by the north-eastern boundary of the said Section 24, the eastern boundary of Section 22, and the south-eastern, eastern, and northern boundaries of Section 20, Block XVI, Belmont Survey District, to the Gracefield Road; thence by the said Gracefield Road and Bell Road to the Waiwhetu River; and thence by that river to its intersection with the Nae Nae Road; again towards the north generally by the aforesaid road, the eastern and north-eastern boundaries of Section 53, and the eastern boundary of Section 56, Block IX, Belmont Survey District, to the north-eastern corner of the last-mentioned section; thence along the northern boundaries of the said Section 56 and Section 54, Block IX, Belmont Survey District, to the Western Hutt Road; thence towards the south generally by the aforesaid road to its intersection with the western boundary of the Borough of Lower Hutt; thence by the western boundaries of the Borough of Lower Hutt and Petone to a point one chain north-west of the Main Hutt Road; thence towards the south-west generally by lines one chain west of the aforesaid road to a point one chain north of the Ngahauranga Gorge Road; thence towards the north-west generally by lines one chain east of the aforesaid road to its intersection with the south-eastern boundary of the Johnsonville Town District; thence by the south-eastern, eastern, northern, and western boundaries of the said Johnsonville Town District to the north-easternmost corner of the City of Wellington; thence towards the south and south-east generally by the western and south-western boundaries of the City of Wellington to the high-water mark of Cook Strait; thence towards the north-east and north-west generally by the high-water mark of Cook Strait and Port Nicholson to Point Halswell; and thence towards the south-east by a right line to the south-western corner of the Borough of Eastbourne, the place of commencement.

Also all that area comprising the Makara Road and a strip of land one chain in width on each side of the said road from the boundary of the City of Wellington to the southern boundary of Section 24, Block V, Port Nicholson Survey District.

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

Setting apart Crown Land under Section 161 of the Land Act, 1924.

GALWAY, Governor-General.

IN pursuance and exercise of the powers and authorities conferred upon me by section one hundred and sixty-one of the Land Act, 1924, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, do hereby set apart the land described in the Schedule hereto for disposal under the section of the Act mentioned.

SCHEDULE.

NORTH AUCKLAND LAND DISTRICT.

SECTION 28, Block VIII, Rangaunu Survey District: Area, 100 acres 0 roods 9 perches.

As witness the hand of His Excellency the Governor-General, this 1st day of April, 1936.

FRANK LANGSTONE, Minister of Lands.
(L. and S. 9/3094.)

Declaring Road-lines intersecting Land in Okauia Settlement, Auckland Land District, to be closed, and the Land comprised therein to be subject to the Land for Settlements Act, 1925.

GALWAY, Governor-General.

WHEREAS a report has been received from the Surveyor-General from which it appears that the roads described in the Schedule hereto are unformed and unused, and that the said roads intersect land acquired under the Land for Settlements Act, 1894, and are not suitable to the subdivision of such land:

Now, therefore, I, George Vere Arundell, Viscount Galway, Governor-General of the Dominion of New Zealand, in pursuance and exercise of the powers conferred by section one hundred and six of the Land for Settlements Act, 1925, and of all other powers and authorities in anywise enabling me in this behalf, do hereby close the roads hereinafter described; and I do hereby declare that the land comprised in the said roads shall thereupon become subject to the Land for Settlements Act, 1925.

SCHEDULE.

MATAMATA COUNTY.—WAIREBE SURVEY DISTRICT.

APPROXIMATE area of each of the portions of road to be closed:—

A.	R.	P.	Passing through
0	0	2	Part Okauia No. 1 Block, Block XV.
6	1	19	" "
3	1	3	" "
0	0	25	" "

(S.O. plan 27412.)

In the Auckland Land District; as the same are more particularly delineated on the plan marked L. and S. 19193, deposited in the Head Office, Department of Lands and Survey, at Wellington, under No. 2768, and thereon coloured green.

As witness the hand of His Excellency the Governor-General, this 3rd day of April, 1936.

FRANK LANGSTONE, Minister of Lands.
(L. and S. 19193.)

Appointment of Officer under Part II of the Fisheries Act, 1908.

Marine Department,
Wellington, 1st April, 1936.

IT is hereby notified that His Excellency the Governor-General has, in pursuance of the provisions of the Fisheries Act, 1908, and of the Official Appointments and Documents Act, 1919, appointed

Maurice Hope, of Blenheim,

to be an officer for the purposes of Part II of the first-mentioned Act in respect of the Marlborough Acclimatization District.

P. FRASER, Minister of Marine.

Members of Board of the Dunedin Metropolitan Fire District appointed and Date of First Meeting.

Department of Internal Affairs,
Wellington, 3rd April, 1936.

IT is hereby notified that the following have been appointed or elected with effect as from the 31st March, 1936, as members of the Board of the Dunedin Metropolitan Fire District constituted under the Fire Brigades Amendment Act, 1932:—

Appointed by the Governor-General—
J. Louis Salmond.

Elected by the fire-insurance companies—
William Wallace Callender.

Warren Johnstone.

Ernest Hector Ferguson.

Somerled Bartlett Macdonald.

Elected by the Dunedin City Council—

Walter Alexander Scott.

Mark Silverstone.

John Wilson.

Elected by the St. Kilda, Green Island, and Mosgiel Borough Councils—

Norman Douglas Anderson.

In accordance with the provisions of subsection (1) of section 53 of the Fire Brigades Act, 1926, it is hereby notified that the first meeting of the Board will be held at the office of the Board, Central Fire Station, Dunedin, at 2.30 p.m. on Tuesday, 21st April, 1936.

W. E. PARRY, Minister of Internal Affairs.

(I.A. 1933/67/17.)

Inspector under the Noxious Weeds Act appointed.—(Notice No. Ag. 3374.)

Department of Agriculture,
Wellington, 3rd April, 1936.

HIS Excellency the Governor-General has been pleased to appoint

Archer Lovat Fraser

to be an Inspector for the purposes of the Noxious Weeds Act, 1928, for the Kawhia County, the appointment to date from the 1st day of April, 1936.

W. LEE MARTIN, Minister of Agriculture.

Deputy Registrars of Marriages, &c., appointed.

Registrar-General's Office,
Wellington, 7th April, 1936.

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.
Albert Errol Crimp	Riverton.
William Edwin Flowers	Mamaku.
David Henderson Dunn	Waipapu.
Albert Edward Johnson	Napier.
Allan George Newlands Simpson	Mangaweka.

G. G. HODGKINS, Deputy Registrar-General.

Appointments in the Public Service.

Office of the Public Service Commissioner,
Wellington, 4th April, 1936.

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

Constable Frederick Thomas Pool,

to be Clerk of the Licensing Committee for the District of Hurunui for the purposes of the Licensing Act, 1908, as from the 1st day of April, 1936.

Miss Agnes Mary Le Huray,

to be Registrar of Births and Deaths of Maoris at Manaia, as from the 1st day of April, 1936.

Ronald Paget Martin,

to be Registrar of Births and Deaths of Maoris at Mangatuna, as from the 1st day of April, 1936.

Albert Errol Crimp,

to be Deputy Registrar of Births and Deaths of Maoris at Riverton, as from the 6th day of April, 1936.

Albert Edward Johnson,

to be Deputy Registrar of Births and Deaths of Maoris at Napier, as from the 30th day of March, 1936.

Gessenox Alfred Hislop,

to be Deputy Registrar of Births and Deaths of Maoris at Wellington, as from the 1st day of April, 1936.

T. MARK, Secretary.

Approval of Testing Officers under the Motor-drivers' Regulations, 1931.

IN terms of Regulation 5 of the Motor-drivers' Regulations, 1931, I, Robert Semple, Minister of Transport, do hereby approve until further notice of the person named in Column 2 of the Schedule hereunder being Testing Officer under the said regulations for the local authority specified in Column 1 of the said Schedule.

SCHEDULE.

Column 1.	Column 2.
Waikato County Council ..	Ernest Sydney MacDonald, of Hamilton, Motor Engineer.

Dated at Wellington, this 31st day of March, 1936.

R. SEMPLE, Minister of Transport.

(TT. 9/4/3.)

Rules relating to Examination of Engineers.

Marine Department,
Wellington, 7th April, 1936.

IN pursuance and exercise of the power and authority conferred upon me by sections 23 and 188 of the Shipping and Seamen Act, 1908, and of all other powers and authorities enabling me in that behalf, I do hereby make the rules set forth in the First Schedule hereto, relating to the examination of Engineers in the Mercantile Marine; and do hereby order and declare that the said rules shall come into force on the 9th day of April, 1936, on which date the rules specified in the Second Schedule hereto shall be revoked.

P. FRASER, Minister of Marine.

FIRST SCHEDULE.

CHAPTER I.—GENERAL RULES.

ENGINEERS MUST HOLD CERTIFICATES OF COMPETENCY.

1. In accordance with section 21 of the Shipping and Seamen Act, 1908, every intercolonial steamship and every sea-going home-trade steamship* shall be provided with engineers duly certificated according to the scale set forth in the Second Schedule to the Act.

Section 21 of the Act further prescribes that every foreign-going steamship of 100 nominal horse-power or upwards, trading beyond intercolonial limits, must be provided with at least a first-class engineer and a second-class engineer duly certificated; and every such steamship of less than 100 nominal horse-power must be provided with at least one engineer who is a first-class or a second-class engineer duly certificated.

The nominal horse-power of a steamship as given on a vessel's certificate of registry may be accepted, or it may be determined in the manner specified in Rule 61.

PENALTY FOR INFRINGEMENT OF ACT.

2. Any person other than a duly certificated officer who suffers himself to be engaged as engineer of a vessel in contravention of the Shipping and Seamen Act, 1908, or who employs as engineer one who is not in possession of or entitled to a proper certificate, shall be deemed guilty of an offence, which is punishable, in respect of each offence, with a fine not exceeding £50.

An officer is not duly certificated unless he is the holder of a certificate of competency or service of a grade appropriate to his rank, or of a higher grade, which is valid in New Zealand.

NATIONALITY.—CANDIDATES MUST BE BRITISH SUBJECTS.

3. Only those applicants who are British subjects by birth or by naturalization may be examined for marine engineers' certificates of competency.

Proof of British nationality will, in ordinary circumstances, involve the production of a certificate of birth or naturalization. If an applicant for examination cannot produce such a certificate he will be required to furnish other sufficient documentary evidence of nationality.

* "Intercolonial-trading ship" means a ship employed in trading between New Zealand and any port within the Commonwealth of Australia, or between New Zealand and any of the islands lying between the parallels of 30° north and 30° south latitude, and the meridians of 150° east and 130° west longitude.

By a "sea-going home-trade ship" is meant a ship (1) employed in trading or plying between any ports or places in New Zealand, or (2) going to sea from any port or place in New Zealand and returning to New Zealand without steaming more than fifty miles from the coast thereof.

By a "foreign-trade ship" is meant (1) a ship employed in trading between New Zealand and some place or places situate beyond the limits prescribed for intercolonial-trading vessels, or (2) a vessel not trading to or from New Zealand but trading beyond intercolonial limits where the distance between the extreme ports visited is not less than 500 miles. If the distance is less than 500 miles, any service performed therein will be regarded as home-trade service for the purposes of these regulations.

APPLICATION FOR EXAMINATION.

4. Each applicant for examination must fill up a form of application (Exn. 3), and sign the declaration thereon in the presence of a reliable witness.

This form can be obtained at any Customhouse, Mercantile Marine Office, or office of Surveyor of Ships.

The form properly filled in, together with the applicant's certificate of apprenticeship, testimonials, discharges, &c., must be forwarded to the Chief Examiner of Marine Engineers, Marine Department, Wellington, at least ten days prior to the date of the examination.

EXAMINATION FEES.

5. Applicants for examination will be required to pay the examination fee, which should be forwarded, together with the form of application, to the Chief Examiner before their eligibility for examination is inquired into.

If an applicant is found not to be qualified, the fee will either be returned to him or placed to his credit until he is qualified.

Should a candidate fail in his examination, no part of the fee he has paid will be returned to him.

TABLE OF FEES.

6. The following fees, respectively, are payable on each occasion on which an applicant presents himself for examination :—

	£	s.	d.
Third-class engineer's certificate	1	0	0
Second-class engineer's certificate or its endorsement ..	1	0	0
First-class engineer's certificate or its endorsement ..	1	0	0
Extra first-class engineer's certificate	2	0	0
Marine-engine driver's certificate	1	0	0
River engineer's certificate	1	0	0
First-class engineer's P.V.O.S. certificate	1	0	0
Second-class engineer's P.V.O.S. certificate	0	10	0
Restricted limits engineer's P.V.O.S. certificate	0	10	0

PENALTY FOR OFFERING GRATUITY.

7. An applicant who offers a gratuity to any servant of the Department will be regarded as being guilty of a misdemeanour, and will not be allowed to be examined for a period of twelve months.

TIME AND PLACE OF EXAMINATION.

8. The examinations for certificates of competency are held at the places and commence on the days specified hereunder :—

(a) Examinations for Third-class Certificates.

Place.	Days.
Auckland ..	Third Monday in January, March, May, July, September, and November.
Christchurch ..	First Monday in January, March, May, July, September, and November.
Dunedin ..	First Monday in February, April, June, August, October, and December.
Wellington ..	First Monday in February, April, June, August, October, and December.

(b) Examinations for Second- and First-class Certificates.

Place.	Days.
Auckland ..	Second Tuesday in March and September; third Tuesday in June and December.
Christchurch ..	Second Tuesday in January, April, July, and October.
Dunedin ..	Second Tuesday in May and November.
Wellington ..	Third Tuesday in March; fourth Tuesday in January, May, July, September, and November.

Examinations for extra first-class certificates will be held at Wellington, and will commence on the third Tuesday in April and August and on the second Tuesday in December.

(c) Examinations for other Certificates of Competency.

Place.	Days.
Auckland ..	Third Monday in January, March, May, July, September, and November.
Hamilton ..	First Monday in January, May, and September.
Napier ..	First Monday in February, June, and October.
Wanganui ..	First Monday in February, June, and October.
New Plymouth ..	First Monday in February, May, August, and November.
Palmerston North ..	First Monday in February, June, and October.
Wellington ..	First Monday in February, April, June, August, October, and December.
Nelson ..	First Monday in February, June, and October.
Greymouth ..	First Monday in February, June, and October.
Christchurch ..	First Monday in January, March, May, July, September, and November.
Dunedin ..	First Monday in February, April, June, August, October, and December.
Invercargill ..	First Monday in April, August, and December.

At the following places on the first working-day (except Saturday) :—

Place.	Days.
Gisborne ..	After the 14th February and the 14th August.
Timaru ..	After the 14th May and the 14th October.
Whangarei ..	After the 4th January and the 4th June.

The examination days herein specified are liable to occasional alteration.

Where any one of the days herein specified is a public holiday the examination will commence on the first working-day thereafter.

VERIFICATION OF SEA SERVICE.

9. Sea service which cannot be verified by proper entries in the articles of agreement of the ships in which a candidate has served, or by other satisfactory evidence in the absence of such articles, will not be accepted.

As discharge certificates and testimonials may have to be verified, they should be forwarded, together with the form of application and examination fee, to the Chief Examiner of Marine Engineers, Marine Department, Wellington, at least ten days previous to the date of the examination at which the applicant desires to attend.

Statements as to services in ships of 25 tons register and over, in regard to which agreements have been entered into in New Zealand, can be verified by the Superintendent of any Dominion Mercantile Marine Office if the articles expired before the 7th April, 1905, and may be obtained on application at such offices. A small fee, the amount of which is dependent upon the extent of the services requiring verification, is payable for this service.

If the articles expired after this date, the necessary verification of services may be obtained on applying to the Registrar of Seamen, Marine Department, Wellington.

SERVICE OF CANDIDATES WHO ARE BRITISH SUBJECTS BY NATURALIZATION, AND OF BRITISH ENGINEERS SERVING IN FOREIGN VESSELS.

10. Service testimonials and certificates of candidates who are British subjects by naturalization, and of British engineers serving in foreign vessels, which cannot be otherwise verified, must be confirmed by the Consul of the country in which the service was performed or to which the vessels belong; or by some other recognized official authority of that country; or by the testimony of some trustworthy person on the spot, having personal knowledge of the particulars required to be verified.

Such proofs will not necessarily be deemed conclusive; and all such cases will be considered by the Chief Examiner on their merits.

CALCULATION OF SERVICE.

11. Service as shown on discharge certificates and in testimonials should be reckoned by the calendar month—*i.e.*, the period from a given day in any month to the preceding day of the following month, both inclusive.

The number of complete months of service should be thus computed, and all odd days added together and reckoned at thirty to the month. The day on which an agreement commenced and that on which it terminated should both be included.

GAPS IN SERVICE.

12. Before an applicant is allowed to sit for examination, the Examiner should be careful to ascertain that there are no gaps in his service during which his conduct is not properly accounted for.

TESTIMONIALS AS TO WORKSHOP SERVICE.

13. All applicants will be required to produce testimonials, signed by the employer, covering their workshop service. These must testify to the applicants' conduct and ability, and should indicate the nature of the work performed by them (*e.g.*, fitting, erecting, turning, machining, drawing-office work, &c.), and the time spent on work in each branch of the trade in which they were engaged. In addition to the original, a copy of each testimonial should be submitted.

TESTIMONIALS AS TO SEA SERVICE.

14. Every applicant for a certificate of competency is required to produce testimonials covering the qualifying period of his service, stating the nature of the duties performed by him, his rank on watch, and the number of engineers simultaneously on watch on the main propelling machinery. Such testimonials should be signed by the chief engineers under whom the applicant has served, and should testify to his ability, conduct, and sobriety. While it is desirable that the whole of the applicant's sea service should be thus covered, testimonials will be required for at least the last eighteen months at sea preceding the date of his application to be examined. Where the period of qualifying service is less than eighteen months, the testimonials must cover such shorter period.

A copy of each testimonial should be furnished in addition to the original.

It is also desirable that testimonials signed by the Chief Engineer be endorsed by the Engineer Superintendent, but testimonials signed only by the Superintendent or other officials will not, as a rule, be regarded as sufficient.

An applicant who holds the position of Chief Engineer should produce testimonials signed by the Engineer Superintendent, the Managing Owner, or the Secretary of the Company.

SERVICE FOUND TO BE INSUFFICIENT AFTER EXAMINATION.

15. If, after a candidate has passed an examination for a certificate of competency, it is discovered that his qualifying workshop or sea service is not sufficient to warrant his receiving a certificate of the grade for which he has passed it will not be granted to him. Should, however, the Marine Department be satisfied that the error in the calculation of his services did not occur through any fault or wilful misrepresentation on his part, he may either have the examination fee returned to him or placed to his credit.

The certificate will not be granted until the candidate has fully complied with the requirements in respect of qualifying service and has been re-examined in all of the subjects, unless the Marine Department sees fit to dispense with the re-examination.

CERTIFICATES OF SERVICE.

16. An officer who has attained the rank of Engineer Lieutenant or Engineer Sub-Lieutenant in His Majesty's Navy or the Royal Australian Navy, or in the Royal Indian Marine, is entitled without examination to a certificate of service as first-class engineer, if an engineer lieutenant, and, if an engineer sub-lieutenant, to a certificate of service as second-class engineer.

These officers may be examined for certificates of competency on the same conditions as engineers in the mercantile marine.

An officer who has attained the rank of chief artificer engineer or commissioned engineer in the Royal Navy is also entitled without examination to a certificate of service as second-class engineer.

Certificates of service entitle the holders to go to sea, in the grades certified, as engineers of any vessels in the British mercantile marine.

The fee for a certificate of service is £1.

EXAMINATION OF ENGINE-ROOM ARTIFICERS.

17. Artificer engineers, chief engine-room artificers, engine-room artificers, and mechanics in the Royal Navy may be examined for certificates of competency on the same conditions as engineers in the mercantile marine.

APPLICATION BY NAVAL OFFICERS.

18. The Lords Commissioners of the Admiralty have directed that applications from officers of the Navy for certificates of service, or for permission to be examined for certificates of competency, must, in the case of officers on the Active List, be made through the Commanding Officer to the Naval Secretary; and, in the case of officers who are on half-pay or who have retired, direct to the Naval Secretary. Such applications should subsequently be forwarded to the Chief Examiner of Marine Engineers, Marine Department, Wellington.

Chief or other engine-room artificers and mechanics who have left the Royal Navy and who desire to be examined for certificates of competency as engineers in the mercantile marine will not be required to make their applications through the Commanding Officers or through the Naval Secretary. Men who are still serving in these ratings should make their applications through their Commanding Officers.

Artificer engineers, however, being warrant officers, should make their applications in the same manner as that laid down for other officers of the Royal Navy.

DEFINITION OF CERTIFICATE.

19. The term "certificate" in these rules means a certificate issued by the Marine Department in accordance with the provisions of the Shipping and Seamen Act, 1908, and its amendments, or by the Board of Trade of the United Kingdom, or by a British possession under Order in Council, in accordance with section 102 of the Merchant Shipping Act, 1894. Certificates are designated "ordinary" or "motor" according to whether they relate to service in steamships or motor-ships. (See Rule 20 *re* certificates of purely local value.)

VALUE OF CERTIFICATES.

20. A third-class engineer's certificate of competency entitles the holder to serve as third engineer in any steamship or motor-ship in the British mercantile marine, or as second engineer of any foreign-going vessel, trading beyond the limits prescribed in the case of intercolonial-trading ships, of less than 100 nominal horse-power; or as second engineer of any home-trade or intercolonial-trading vessel of horse-power not greater than that prescribed therefor in the Second Schedule to the Shipping and Seamen Act, 1908.

Ordinary first- or second-class certificates of Imperial validity entitle the holders to serve in the appropriate grades as engineers in any steamship in the British mercantile marine. They are not valid for service in motor-ships unless endorsed for the purpose. (See Rule 54.)

Holders of first- or second-class motor certificates of Imperial validity are entitled to serve in the appropriate grades as engineers in any vessel propelled by internal-combustion engines in the British mercantile marine. Such certificates are not valid for service in steamships unless appropriately endorsed. (See Rule 54.)

Extra first-class certificates are of the highest grade issued by the Marine Department, and are available to holders of first-class ordinary certificates, motor-certificates endorsed for first-class service in steamships, and first-class engineers' certificates of service, who may desire to demonstrate their superior knowledge and ability.

The requirements in respect of motor endorsements of ordinary certificates apply similarly to holders of first-class and extra first-class certificates.

Certificates issued in but not recognized outside New Zealand are third-class engineer, river engineer, marine-engine driver, and small-powered P.V.O.S., particulars of which will be found in rules 20 and rules 31 to 45 inclusive respectively. The respective values of these certificates are described in rule 20 and rules 31, 32, 37, 38, and 39.

COLONIAL CERTIFICATES.

21. The holder of a colonial certificate of competency not granted under the Merchant Shipping Act, or of a certificate granted after examination on board one of His Majesty's ships, who wishes to be examined in New Zealand for a certificate of the same grade, must prove that he has performed the amount of service required by these regulations for that grade, and has complied with the requirements in respect of testimonials.

ISSUE OF CERTIFICATE.

22. A candidate shall not be considered to have passed an examination until such examination is approved by the Chief Examiner. On such approval being given a form (Exn. 16) will be forwarded to the candidate authorizing the Superintendent of the Mercantile Office to whom it is addressed to issue the certificate.

It is therefore important that the port at which the certificate is to be issued should be correctly entered on both the form of application (Exn. 3) and form Exn. 16.

Should circumstances make any alteration necessary, the Examiner should see that it is made in both forms, otherwise delay in the issue of the certificate may be caused.

RENEWAL OF LOST OR DEFACED CERTIFICATES.

23. Application for a certified copy of a lost certificate, or a certificate that has become illegible by defacement, must be made to the Superintendent of a Mercantile Marine Office, before whom, in the case of the former, a declaration as to the circumstances in which the certificate was lost must be made by the applicant.

The prescribed form of application, which must be filled in by the applicant, will be transmitted by the Superintendent to the Secretary of the Marine Department, who will forward a copy of the lost or defaced certificate for delivery to the applicant, and decide whether a fee is to be charged or not.

The holder of a defaced certificate must deliver it to the Superintendent of the Mercantile Marine Office to whom the certified copy of his certificate is addressed, before the latter is issued. The Superintendent will then return the defaced certificate to the Secretary of the Marine Department.

WITHDRAWAL OF LOWER-GRADE CERTIFICATES.

24. When the holder of a certificate of competency passes the examination for a certificate of a higher grade, his certificate of the lower grade will be withdrawn and retained by the Marine Department.

CANDIDATES MUST HAVE ADEQUATE KNOWLEDGE OF ENGLISH.

25. Candidates, including those who are British subjects by naturalization, must prove to the satisfaction of the Examiner that they have sufficient knowledge of the English language to enable them to perform the duties required of them on board a British vessel.

AGE.

26. Should any doubt exist as to the age of an applicant, he will be required to produce a certificate of birth, or other sufficient proof of age.

PHYSICAL DEFECTS.

27. When a candidate is observed to be hard of hearing, or to suffer from any other physical defect, the signatories of his testimonials are required to make mention of the defect specifically, and to state whether it in any way impeded the performance of the applicant's duties as an engineer on watch. When the Examiner is satisfied that the defect is not such as to interfere with the efficient performance of the applicant's duties as engineer, the examination is to be proceeded with; otherwise the case is to be referred to the Chief Examiner.

PENALTY FOR MISCONDUCT.

28. Candidates who have neglected to join their vessels after having signed articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct, will be required to produce proof of two years' subsequent service and satisfactory conduct at sea, unless the Marine Department should see fit to reduce the period.

FALSE REPRESENTATION.

29. It is provided by section 32 of the Shipping and Seamen Act, 1908, that any person who makes, assists in making, or procures to be made, any false representation for the purpose of procuring either for himself or any other person a certificate of competency or service, or the grant of any such certificate, shall be guilty of a crime which is punishable with a term of imprisonment or with a fine, and any certificate issued on false information will be cancelled.

APPLICATION OF BOARD OF TRADE REGULATIONS.

30. The appropriate regulations of the Board of Trade of the United Kingdom shall be deemed to be applicable to matters pertaining to the examination of engineers in the mercantile marine which are not covered by these rules.

QUALIFICATIONS REQUIRED FOR RIVER ENGINEER.

31. An engineer of a steamer plying within restricted limits must be twenty-one years of age, and must have been employed about the machinery or boilers of a steamer, or in driving machinery and having charge of the boiler of a land-engine, for at least one year, or produce satisfactory proof of having served five years at the making and repairing of engines, and having been employed about the machinery or boilers of a steamer, or in driving machinery and having charge of the boiler of a land-engine, for at least six months. He must produce satisfactory testimonials of good conduct and sobriety for at least one year immediately prior to date of application.

- (a) He must be able to read and write, must understand the first five rules of arithmetic, and questions relating to the consumption of coal and stores, the capacity of bunkers, and must be able to calculate the pressure on the safety-valve.
- (b) He must understand the use of the salinometer and vacuum and steam gauges.
- (c) He must understand how to keep the boiler free from incrustation, and the method of regulating the density of the water in the boiler.
- (d) He must be able to state how a temporary repair could be effected in case of derangement of machinery or boiler.
- (e) He must pass a creditable examination as to the construction and details of the different parts of any engine used in steamers plying within restricted limits, and give an explanation of the use of each part.
- (f) He must be able to give a satisfactory description of the construction of the different kinds of boilers in general use in steamers plying within restricted limits, and must explain the use and management of the feed and safety valves, brine-cocks, and all connections.

QUALIFICATIONS REQUIRED FOR MARINE-ENGINE DRIVER.

32. A marine-engine driver can act as an engineer of a steamship plying only within harbours, rivers, and lakes, or other inland navigable waters, and which is fitted with non-condensing machinery, the area of cylinder or combined area of cylinders of propelling machinery of which does not exceed 200 circular inches.

- (a) He must be twenty-one years of age, and must have been employed about the machinery and boilers of a steamer, or in driving machinery and having charge of the boiler of a land-engine, for at least six months, or produce satisfactory proof of having served five years at the making and repairing of engines.
- (b) He must produce satisfactory testimonials of good conduct and sobriety for at least one year immediately prior to date of application. He must be able to read, write, and understand the first five rules of arithmetic.
- (c) He must understand the use of the salinometer and steam-gauge.
- (d) He must understand how to keep the boiler free from incrustation, and the method of regulating the density of the water in the boiler.
- (e) He must be able to state how a temporary repair could be effected in case of derangement of machinery or boiler.

- (f) He must pass a creditable examination as to the construction and details of a non-condensing engine, and give an explanation of the use of each part.
- (g) He must be able to give a satisfactory description of the construction of the different kinds of boilers used in steamers plying only within harbours, rivers, and lakes, or other inland navigable waters, and which are fitted with non-condensing machinery, the area of cylinder or combined area of cylinders of propelling machinery of which does not exceed 200 circular inches, and must explain the use and management of the feed and safety valves, brine-cock, and all connections.

FAILURES.

33. If the applicant fails in practical knowledge, he may not present himself for examination for three months from date of failure. If he fails in arithmetic, he may come up again for examination at any time.

ENGINEERS OF SMALL-POWERED VESSELS PROPELLED BY OIL, GAS, ETC.

34. These regulations shall apply only to engineers of small-powered ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam.

35. There are two grades of certificates for sea-going vessels—viz., first-class and second-class engineers' certificates; and one grade for restricted limits.

36. Certificates of competency will be granted to those persons who pass the requisite examinations and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding the examinations at the places and times specified in rule 8.

Provided that in case of emergency the Examiners may examine candidates at other than the prescribed periods.

QUALIFYING SERVICE REQUIRED FOR SEA-GOING ENGINEERS' COMPETENCY CERTIFICATE (OIL, ETC.), (SMALL-POWERED VESSELS).

37. For a second-class certificate of competency an applicant must have been employed as an apprentice at the making and repairing of engines for two years, or must have tended machinery for two years (not necessarily as an apprentice) in any factory or workshop, or been engaged at work of a similar nature, or been employed about the propelling machinery of a ship, outside restricted limits, for two years (tending machinery must include charge of engine and boiler); and if he obtains his certificate it will enable him to take charge of engines of which the collective horse-power does not exceed 60 brake horse-power.

38. An applicant for a first-class certificate must have not less than three years' shop service at the making and repairing of engines as an apprentice, or at work of a similar nature, or have held a second-class competency certificate, and been employed on board a sea-going ship, outside restricted limits, to which these regulations apply, for one year, and have been in possession of a second-class certificate of competency for the whole of the time; and if he obtains his first-class certificate it will enable him to take charge of the engines of any ship to which these regulations apply.

39. An applicant for a certificate of competency within restricted limits shall not be required to show any qualifying service.

SECOND-CLASS CERTIFICATE (OIL, ETC.), (SMALL-POWERED VESSELS).

40. A second-class certificate under these regulations will entitle the holder to take charge of any vessel propelled by gas, oil, fluid, electricity, or other mechanical power than steam, whose machinery does not exceed 60 brake horse-power, and the candidate must comply with the following conditions:—

- (a) He must be at least twenty years of age.
- (b) He must have been employed as an apprentice at the making and repairing of engines for two years, or have been tending machinery for two years, which includes charge of engine and boiler in any factory or workshop, or at work of a similar nature, or have been employed about the propelling machinery of any sea-going vessel outside restricted limits for two years.

- (c) He must produce testimonials of sobriety for at least twelve months immediately prior to the date of application.
- (d) He must be able to read and write the English language, and must understand the first five rules of arithmetic, and, in addition, be able to work out the capacity of a tank such as is used for the carriage of oil in vessels, and must also be able to work out simple questions relating to consumption of oil, &c.
- (e) He must be able to describe any engine in ordinary use as auxiliary power or otherwise for vessels other than steam, and the use of each part of the same.
- (f) He must be able to describe in his own language the electric dynamo and connections, and describe at least one kind of cell battery that may be used in connection with the firing of the vapour in any such gasoline-engine.
- (g) He must be able to state clearly how he could overcome defects that may arise, and also how he would repair slight breakdowns to the machinery.

FIRST-CLASS CERTIFICATE (OIL, ETC.), (SMALL-POWERED VESSELS).

41. A candidate for a first-class engineer's certificate of competency under these regulations must comply with the following conditions:—

- (a) He must be at least twenty-one years of age.
- (b) He must have served for not less than three years as an apprentice at the making and repairing of engines, or at work of a similar nature, or he must have sailed for one year as engineer of a sea-going ship, outside restricted limits propelled by gas, oil, fluid, electricity, or other mechanical power than steam, which is by law required to carry a certificated engineer, with a second-class certificate of competency, and must produce satisfactory evidence of sobriety and good conduct for at least twelve months immediately prior to date of application.
- (c) He must, in addition to qualifications required by second-class engineer, be able to make a drawing of any part of the engines (as used for such ships)—not necessarily an elaborate drawing, but at least an intelligible hand-sketch showing dimensions, &c.
- (d) He must pass a thorough examination relative to the mechanical construction of engines in general use in ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam.
- (e) He must be able to explain how he would overcome breakdowns that may occur, much more fully than in the second-class examination.

RESTRICTED LIMITS CERTIFICATES (OIL, ETC.), (SMALL-POWERED VESSELS).

42. A candidate for engineer's certificate of competency for auxiliary-powered vessels for restricted limits must comply with the following conditions:—

- (a) He must be at least nineteen years of age, and must be able to read and write the English language, and must produce a testimonial of good character and sobriety for at least one year immediately prior to date of application.
- (b) He must by oral examination satisfy the Examiner as to his knowledge of the class of engines in general use in ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam, and employed in these limits.

43. Time served in vessels plying within restricted limits and within harbours, &c., does not count as service at sea for the purpose of obtaining a certificate of competency for a sea-going ship, with the exception stated in Rule 62.

FAILURE.

44. If the applicant for a first-class, second-class, or restricted-limits engineer's certificate fails, he may not present himself for re-examination for three months.

RULES AS TO EXAMINATIONS.

45. The general rules as to conduct of examinations (Rules 67 to 83 herein) shall, where applicable, apply to the foregoing examinations.

CHAPTER II. — QUALIFICATIONS REQUIRED FOR THIRD-CLASS, SECOND-CLASS, AND FIRST-CLASS (ORDINARY AND MOTOR), AND EXTRA FIRST-CLASS CERTIFICATES OF COMPETENCY.

THIRD-CLASS ENGINEER.

(a) *Age.*

46. A candidate for a third-class engineer's certificate must be at least twenty years of age.

(b) *Workshop Service.*

A candidate should have served for a period of not less than five years as apprentice engineer at the making or repairing of steam or internal-combustion engines, or similar machinery, such as would be recognized as affording useful training for a marine engineer.

At least two and a half years of this period should have been devoted to fitting, erecting, or repairing such machinery, and the remaining two and a half years may have been spent on work of this nature or on work in other branches of the trade performed in connection with machinery of the nature indicated above, subject to the time allowances specified in Rule 56. Time spent at an approved technical school may be accepted in lieu of not more than two years of the latter period of workshop service, subject to the conditions specified in Rule 59. In the event of the total qualifying period of an applicant's apprenticeship, as computed by Rule 56 being less than five years, the deficiency may be made up by service as journeyman on qualifying work. No time served before the age of fifteen will be accepted.

(c) *Testimonial as to Character and Sobriety.*

In addition to references to his workshop service a candidate must produce a testimonial as to character and sobriety covering a period of at least a year immediately prior to the date of his application to be examined.

THIRD-CLASS CERTIFICATE: SYLLABUS OF EXAMINATION.

47. A candidate for a third-class certificate is required—

- (a) To be able to express himself in creditable English; and to possess sufficient knowledge of practical mathematics to enable him to work simple problems in mechanics, heat, and hydrostatics, and in other subjects related thereto:
- (b) To be conversant with the use of logarithms; and to have a knowledge of elementary trigonometry, mensuration, and algebra, and the metric system:
- (c) To possess a fair knowledge of the construction and management of the types of marine engines (steam and internal combustion) and boilers now adopted; and to understand the functions of each important part of the machinery:
- (d) To understand the use and management of marine-boiler mountings and fittings; and to be familiar with the use of the ship's slide valves usually fitted in way of the machinery spaces:
- (e) To be able to explain the action of the slide valve; and to have a knowledge of the working of steam expansively:
- (f) To understand the construction of force, bucket, and centrifugal pumps and the principles on which they act:
- (g) To understand the construction and use of the meters commonly used by engineers on board ship, with special reference to the pressure gauge, thermometer, barometer, hydrometer, voltmeter, and ammeter, and also to have a knowledge of the principles governing their action:
- (h) To have a knowledge of the nature and properties of the fuels and lubricants used in steam and motor vessels.
- (i) To have a knowledge of the working of marine auxiliary machinery, with special reference to boiler-feed pumps, bilge, ballast, and circulating pumps, air pumps and compressors, steering engines and gears, and electric motors and generators:
- (j) To have sufficient knowledge of the elements of machine drawing and projection to enable him to make a dimensioned drawing of some simple part of the machinery, or to complete and develop a given example.

SECOND-CLASS ENGINEER.

(a) Age.

48. A candidate for a second-class engineer's certificate, whether ordinary or motor, must be not less than twenty-one years of age.

(b) Workshop and Sea Service.

In addition to the workshop service required to be performed by a candidate for a third-class certificate a candidate for a second-class certificate must have served at sea for a period equivalent to eighteen months in foreign-going vessels, as engineer on regular watch on the main propelling machinery of steamships of not less than 66 nominal horse-power, and/or motor-ships of not less than 373 brake horse-power. Time served in the home trade is reckoned as two-thirds of the time similarly served in foreign-going vessels.

For an ordinary certificate at least two-thirds of the required period of service must have been performed in steamships, and for a motor certificate at least two-thirds must have been performed in motor-ships.

The remainder of the service, in each case, may be performed in either steam or motor ships.

(c) Each Candidate must possess a Third-class Certificate.

(1) A candidate for a second-class certificate whether ordinary or motor, must possess a third-class certificate.

(2) Any qualifying sea-service within the meaning of clause (b) hereof performed by such candidate prior to his obtaining a third-class certificate may be accepted as qualifying sea-service for a second-class certificate.

(d) Candidates from Overseas.

Any candidate from overseas who may desire to present himself for examination in New Zealand for a second-class certificate must first obtain a third-class certificate, and have complied with the requirements of the British Board of Trade in respect of workshop and sea service.

SECOND-CLASS CERTIFICATE: SYLLABUS OF EXAMINATION.

49. In addition to compliance with **Rule 47**, a candidate for a second-class certificate, whether ordinary or motor, is required—

- (a) To be able to deal successfully with simple problems relating to beams, safety and relief valves, stresses in shafting, and other important parts of the machinery, strength of pipes and receivers subjected to internal pressure, capacities of bunkers and tanks, speed and fuel consumption of vessels, &c.:
- (b) To be familiar with the nature and physical qualities of the materials commonly used in the construction of marine engines and boilers, and to have a knowledge of the principal mechanical tests to which they are subjected:
- (c) To understand how to test the alignment of the shafting and other working-parts; how to make good the results to the machinery of ordinary wear-and-tear; how to remedy defects due to deterioration, flaws, or accident; and how a temporary or permanent repair could be effected in the event of derangement or total breakdown:
- (d) To understand the causes, effects, and usual remedies for incrustation and corrosion:
- (e) To be familiar with the principal requirements concerning the combustion of fuel; and to have a creditable knowledge of the facts and phenomena relating to heat, steam, and combustion:
- (f) To be able to apply the indicator, to calculate mean pressure and horse-power, and to explain the variation of pressure in the cylinder as revealed by the diagrams obtained:
- (g) To understand the general requirements in regard to bilge, ballast, and fuel-oil pumping-systems, and the disposition and use of the various valves and connections:
- (h) To understand thoroughly the precautions to be taken against fire or explosion in the fuel-bunkers and machinery spaces of a vessel, and how to deal with fire should it break out; also to be familiar with the construction and working of the types of fire-extinguishing apparatus usually fitted on board ship:

- (i) To understand the construction and working of steering-engines and gears, marine hydraulic and refrigerating machinery, and such internal-combustion engines as are used to drive ships' launches and emergency and auxiliary machinery :
 - (j) To have a knowledge of the construction and working of main and auxiliary marine electric motors, dynamos, and control gears :
 - (k) To understand how to maintain in safe and satisfactory working-order the main and auxiliary machinery of any vessel in which he may be employed :
 - (l) To be able to make a dimensioned working drawing of some part of the machinery with which he ought to be familiar, or to complete and develop a given example.
50. For a second-class ordinary certificate the candidate is also required.
- (a) To have a good knowledge of the methods employed in the construction of marine steam engines and boilers in the workshops, the processes involved in the manufacture of the several parts, and the methods of fitting and securing the machinery on board ship :
 - (b) To be familiar with the various designs of screw and paddle marine steam-engines (including turbines) now adopted ; also to understand the functions of each important part, and the attention required by the various parts of the machinery on board ship :
 - (c) To understand the methods of testing and altering the setting of slide valves ; and the effect produced in the working of an engine by definite alteration of the setting of the valves :
 - (d) To have a good knowledge of the construction of marine boilers of modern designs (including water-tube types) ; the manner of fitting them securely in place on board ship ; the general requirements in regard to their preservation and management ; also to be able to determine, by calculation, a suitable working-pressure for a boiler of given dimensions :
 - (e) To understand thoroughly the use and management of marine boiler mountings and fittings, with special reference to the water-gauge (see Appendix C) and safety-valve ; and the precautions necessary to be taken when raising steam, and when admitting steam to steam-pipes, &c. :
 - (f) To understand the construction and working of feed-heaters and feed-filters, evaporators, superheaters, air pre-heaters, and forced draught and oil-burning installations of the types commonly fitted on board ship, the attention they require when working, and the care necessary for their maintenance in satisfactory condition.
51. For a second-class motor certificate the candidate, in addition to compliance with Rule 49, is required—
- (a) To possess a good knowledge of the details of construction of the types of marine internal-combustion engines in general use ; to understand clearly the principles on which gas, oil, or other internal-combustion engines work ; and to be able to explain the difference between them :
 - (b) To have a satisfactory knowledge of the methods employed in the workshops in the construction of marine internal-combustion engines ; the processes involved in the manufacture of the several parts ; and the methods of fitting and securing the machinery on board ship :
 - (c) To understand the use and management of the various valves, pipes, and connections generally fitted in motor-vessels ; and to know what attention is required to be paid to the several parts of the machinery :
 - (d) To be familiar with the various methods of supplying air and fuel to the cylinders of internal-combustion engines ; the construction and working of the apparatus for atomizing, carburetting, or vaporizing the fuel ; and the means of effecting the ignition of the fuel or gases in the cylinders :
 - (e) To be familiar with the electrical systems of ignition in use in motor-vessels ; and to have a knowledge of the construction and arrangement of magnetos, primary and secondary batteries and induction coils, and the principles governing their action :

- (f) To understand the general requirements in regard to the supply and storage of compressed air on board ship; to have a good knowledge of the construction and working of the types of air-compressors generally adopted; and to be familiar with the use and management of the various valves, connections, and safety devices employed:
- (g) To be familiar with the methods of cooling the cylinders, pistons, &c., of marine internal-combustion engines; and to understand the precautions to be taken against overheating and fracture of the various water-cooled parts:
- (h) To have a good knowledge of the mechanisms of the controlling arrangements of marine internal-combustion engines, and understand how to deal with any defects arising therein; also to be able to explain the chief causes of and the remedies for faults and irregularities incident to the starting and working of the engines:
- (i) To be familiar with the nature and properties of the fuel and lubricating oils generally used in internal-combustion engines; and to have a knowledge of the principal physical tests to which they are subjected:
- (j) To understand what is meant by "flash-point," and to be familiar with the conditions which promote the formation of explosive mixtures of oil-vapour or gas and air in the machinery spaces and oil-tanks; to have a sound knowledge of the precautions to be taken against fire or explosion from gas or oil-vapour, and the action of wire gauze when employed for this purpose; to understand how to deal with an outbreak of fire; and to have a satisfactory knowledge of the construction and working of the types of fire-extinguishing apparatus usually fitted in motor-ships:
- (k) To possess a good working knowledge of the construction and management of auxiliary steam boilers and machinery.

FIRST-CLASS ENGINEER.

(a) Age.

52. A candidate for a first-class engineer's certificate, whether ordinary or motor, must be not less than twenty-two and a half years of age.

(b) Sea Service.

The candidate must—

(1) Have served at sea for eighteen months in foreign-going or intercolonial steamships of not less than 99 nominal horse-power and/or foreign-going or intercolonial motor-ships of not less than 560 brake horse-power, on regular watch on the main propelling machinery, as senior engineer in charge of the whole watch (see also Rule 60); or

(2) Have served at sea, in home-trade steamships of not less than 99 nominal horse-power and/or home-trade motor-ships of not less than 560 brake horse-power, for two years and three months as first or second engineer; or three years as third or fourth engineer, being senior engineer in charge of the whole watch on the main propelling machinery.

(3) Possess, or be entitled to, a first-class certificate of service.

(c) Each Candidate must possess a Second-class Certificate.

The candidate must have performed the whole of the required period of service while in possession of a second-class certificate of the same description (ordinary or motor) as that for which he desires to be examined.

At least two-thirds of the required service must have been in ships of the type (steam or motor) to which the desired certificate relates. The remainder of the service may have been in either steam or motor-ships.

FIRST-CLASS CERTIFICATE : SYLLABUS OF EXAMINATION.

53. A candidate for a first-class certificate is required to exhibit a superior knowledge of all the subjects specified in Rule 49, and in either Rule 50 or Rule 51, as the case may be ; and also—

- (a) To show that he understands how to maintain in good working-order any machinery or other appliances which may be placed in his charge ; how to provide against derangement and breakdown of the machinery ; and also to demonstrate that he is competent to execute or direct any ordinary repairs or renewals that may be required :
- (b) To be able to recognize from indicator diagrams any irregularity in the working of the engines which they may reveal ; to understand how this might be corrected ; and to be able to portray approximately the changes any readjustment of the principal working-parts, or alteration in the working of the valves, would produce in the diagrams :
- (c) To understand how to apply the torsion-meter ; and to be able to calculate shaft horse-power ;
- (d) To possess a knowledge of the construction of an ordinary steel ship ; and to understand how to preserve in good condition the structural parts in way of the machinery spaces, with special reference to the engine and boiler seatings, and the double-bottom tank, bunker, and bilge members :
- (e) To have a knowledge of the elements of ship-stability ; and to be familiar with the general requirements concerning water-ballasting, and the storage and transfer of liquid fuel :
- (f) To be able to make a satisfactory working drawing of one or more of the principal parts of the machinery with which he ought to be familiar, or to complete and develop a given example ; and supply the dimensions and other particulars necessary for the construction of the part or parts shown.

A candidate for a first-class ordinary certificate is also required—

- (g) To understand thoroughly the working of steam expansively ; also to have a satisfactory knowledge of the economical and efficient use of coal and oil fuel :
- (h) To be thoroughly conversant with the principles and practice of surface condensation and superheating ; and to understand the requirements concerning the generation and use of high-pressure steam on board ship.

For a first-class motor certificate the candidate is also required—

- (i) To have a thorough knowledge of the systems of lubrication usually adopted for marine internal-combustion engines and air-compressors, and the methods of purifying and preserving the fuel and lubricating oils generally used in motor-ships :
- (j) To understand the construction of the apparatus used by engineers on board ship for ascertaining the physical properties of the fuel and lubricating oils ; and to be capable of determining, by means of the appropriate instruments, the flash-point, specific gravity, and viscosity of an oil.

ENDORSEMENT OF CERTIFICATES.

54. The holder of an ordinary certificate may have it endorsed to the effect that he is competent for service in the appropriate capacity in motor-ships, provided that he produces proof of at least nine months' qualifying service in the foreign or intercolonial trade, or thirteen and a half months' service in a qualifying capacity in the home trade, in motor-ships of horse-power not less than that required by these rules, and passes the appropriate examination.

The holder of a motor certificate may have it endorsed for service in steamships, provided that he proves at least twelve months' service in a qualifying capacity in the foreign or intercolonial trade, or eighteen months' qualifying service in the home trade, in steamships of horse-power not less than that required by these rules, and passes the appropriate examination.

Sea service in charge of a watch in vessels of the required horse-power performed by the holder of a second-class certificate, either ordinary or motor, whilst in possession thereof will be accepted as qualifying for first-class endorsement of either denomination, provided that in the case of an ordinary endorsement the necessary experience has been gained on both main engines and boilers of a steamship. (See Rule 60.)

EXTRA FIRST-CLASS ENGINEER.

55. A candidate for an extra first-class engineer's certificate must possess a first-class ordinary certificate, a motor certificate endorsed for first-class service in steamships, or a first-class engineer's certificate of service.

In addition to compliance with the requirements specified for first- and second-class engineers, the candidate is required—

- (a) To be able to express himself suitably in reports and business letters relating to his work, and in essays on technical subjects with which he ought to be familiar :
- (b) To have sufficient knowledge of mathematics (including the elements of the calculus, trigonometry, &c.) to enable him to work problems in theoretical and applied mechanics, thermodynamics, electricity, hydraulics, hydrostatics, and naval architecture, and in other subjects related thereto :
- (c) To be able to produce a good dimensioned working-drawing of any part of the machinery of a vessel.

He is also required to display a satisfactory knowledge of the following subjects :—

- (d) The construction and working of the various designs of marine boilers, including those of the water-tube type ; the theoretical principles governing their construction ; the methods and processes employed in their manufacture ; and the determination, by calculation, of the strength of the various parts, with special reference to the riveting, stays, shell, flat plates, and furnaces :
- (e) The construction and working of the different forms of marine engines and propellers in all their details, including turbines, and the various types of internal-combustion engines ; the methods and processes employed in their manufacture ; the fundamental principles on which they act ; and the determination, by calculation, of the strength of the various parts :
- (f) The composition and properties of the materials commonly used in the construction of marine engines and boilers ; the processes employed in their manufacture ; and the methods of testing them :
- (g) The principles of theoretical and applied mechanics ; the theory of strain and stress ; the nature of the strains and stresses produced by the pressure and temperature of the working-fluid in the various parts of the engines and boilers ; and the formulation of rules for the bending of beams and for the twisting and bending of shafts :
- (h) The modern theory of heat ; the thermodynamics of gases ; and the solution of problems relating to the power and performance of marine engines and boilers :
- (i) The theory and practice of combustion ; the chemical composition of the fuels used in steam and motor ships ; the determination of the thermal value of fuels of given composition ; the production of draught ; and the proportioning in regard to safety and economy of the area of the boiler-heating surface, grate-surface, sectional area of air-passages, area of water-surface, and volume of steam-space and of water-space :
- (j) The principles involved in the design and construction of safety-valves, with special reference to spring-loaded valves ; and the determination of the size of a valve for a given duty :
- (k) The causes, effects, and precautions to be taken against water-hammer action in steam pipes and valves ; the conditions which promote the formation of explosive gases in air-compressors, and in air-pipe systems of motor-ships, and the precautionary measures and safeguards adopted in respect thereto :
- (l) The deterioration and preservation of boilers and other pressure vessels usually found on board ship, with special reference to galvanic action, pitting, and corrosion, and to the use of zinc, lime, and soda ; the general results obtained from past experience in relation thereto, and the various chemical reactions involved :

- (m) The formation of scale and the precipitation of salt in boilers under various conditions, the dangers and losses incidental thereto, and the precautionary measures usually adopted :
- (n) The description of various breakdowns and of defects in marine steam or internal-combustion machinery that have resulted from faulty design, imperfect construction, deterioration, or accident ; the measures whereby these breakdowns and defects might have been prevented ; and the most satisfactory methods of repairing them :
- (o) The causes of spontaneous combustion and the formation of explosive gases in coal holds and bunkers, oil-tanks, machinery spaces, &c., and the precautions to be taken against accident from these causes :
- (p) The application of the indicator ; the interpretation of diagrams obtained by its means ; the construction of approximate diagrams from any given data ; and the determination of the effect in steam and internal-combustion engines of definite alteration of the valves' setting, &c., on the power, efficiency, stress distribution, and working-fluid pressures :
- (q) The general principles involved in the construction and working of the instruments used by engineers on board ship, with special reference to the thermometer, pyrometer, barometer, hydrometer, pressure-gauge, indicator, voltmeter, and ammeter, also of those used in determining the calorific value of fuels and the physical properties of lubricating and fuel oils :
- (r) The lubrication of marine steam and internal-combustion engines and air-compressors ; the source, chemical composition, and properties of the lubricants used ; and the methods employed in testing them.
- (s) The theory and practice of ship-propulsion ; the principles governing the action of the screw propeller and the paddle-wheel ; the effect of any alteration in the pitch, diameter, revolutions, &c., on the ship's speed and the fuel consumption and the solution of problems relating thereto :
- (t) The stability and seaworthiness of ships ; the laws governing the rolling of vessels ; and the estimation numerically of the effect of loading or unloading cargo, moving of weights on board, filling or emptying ballast-tanks, &c. :
- (u) The principles and practice of ship-construction ; the general requirements in regard to the survey of vessels ; and the supervision and direction of essential repairs to the structure of a steel ship :
- (v) The principles involved in the generation of electricity ; the application of electrical energy to the lighting, heating, and propulsion of ships and to the driving of ships' auxiliary machinery ; and the construction and working of the various electric machines, controlling apparatus, measuring and indicating instruments, &c., employed :
- (w) The construction and working of the auxiliary machinery of modern vessels, including the refrigerating-plant, steering engines and gears, hydraulic engines, &c., and the principles governing their action :
- (x) The application of high-pressure steam to the propulsion of ships ; the burning of pulverized coal and oil fuel in the furnaces of marine boilers ; and the construction and working of the various appliances employed.

The extra first-class examination papers will deal mainly with the subjects enumerated in the above syllabus, but they may include questions on other subjects with which a marine engineer should be familiar.

In order to pass, a candidate must obtain not less than 60 per cent. of the total number of marks allotted for the papers.

WORKSHOP SERVICE.

56. The requirements in regard to workshop service mentioned in Rule 46 apply to service at works where the making and/or repairing of steam or internal-combustion engines, or similar machinery, of suitable size forms part of the regular business for which the works exist.

The following Schedule of time allowances in respect of workshop service other than fitting, erecting, or repairing applies to service performed in connection with machinery of the nature indicated above.

The total maximum allowance is two and a half years.

Turning	.. ..	Full time, with a maximum allowance of two and a half years.
Planing, slotting, shaping, and milling	.. ..	Full time up to six months, and beyond six months one-third time. (NOTE.—Full time allowed in respect of intermittent work on machines during apprenticeship only.)
Drawing-office work	.. ..	Full time up to one year, and beyond one year one-half time.
Pattern-making	.. ..	One-half time, with a maximum allowance of one year.
Boilermaking or repairing	.. ..	One-half time.
Smithwork	.. ..	One-half time, with a maximum allowance of one year.
Brass - finishing (heavy work)	.. ..	One-half time, with a maximum allowance of one year.
Coppersmith-work	.. ..	One-third time, with a maximum allowance of six months.

Service performed at works where the making and/or repairing of engines, boilers, &c., is merely incidental to the running of the plant used for the production of power for other machinery may be accepted, but applicants who have served in such establishments will, as a rule, be required to perform further service in accordance with the provisions of Rule 57, each case being considered on its merits.

WORKSHOP SERVICE WHERE ENGINES OR SIMILAR MACHINERY OF SUITABLE SIZE ARE NOT MADE OR REPAIRED.

57. Workshop service other than that described in Rule 46 will be accepted if it is deemed useful training for a sea-going engineer, but each case must be submitted to the Chief Examiner for consideration before the applicant is allowed to sit for examination. For every fifteen months of such service accepted, the applicant must have performed not less than three months' additional service in works where the making or repairing of engines or similar machinery of suitable size forms part of the regular business for which the works exist, or at sea, either on regular watch on the main propelling machinery or on day-work; and should the deficient character of the service warrant further compensation a longer additional period may be required.

SERVICE IN WORKSHOPS OUTSIDE NEW ZEALAND.

58. The conditions in respect of workshop service mentioned in Rules 46, 56, and 57 apply to service performed in the Dominion of New Zealand. Service in workshops outside the Dominion will not be accepted unless the Chief Examiner is satisfied in each case that its value is substantially equivalent to that of qualifying service performed in New Zealand.

TECHNICAL INSTITUTIONS.

59. Time spent at an approved day technical school where there is an engineering laboratory is accepted as equivalent to workshop service, usually in the ratio of three years in the technical school to two years' workshop service, provided that the applicant has taken the full engineering course, and can produce the Principal's certificate for satisfactory progress and for regular attendance at all the approved classes. Time thus spent will not as a rule be regarded as equivalent to more than two years' workshop service, nor will any remission of workshop service be granted in respect of time spent at a day technical school before the age of fifteen.

Attendance at day classes in engineering at the following technical schools is recognized by the Marine Department as affording remission of some part of the workshop service required to qualify a candidate for examination for a marine engineer's certificate of competency:—

(a) *Technical Institutions within New Zealand.*

(1) *Canterbury College* (University of New Zealand).—Time spent at classes in mechanical engineering to count as equivalent to two-thirds of the same period of workshop service, with a maximum allowance of two years for four-year students; and time spent at classes in electrical engineering to count as equivalent to half of the same period of workshop service, with a maximum allowance of eighteen months.

(2) *Auckland University College* (University of New Zealand).—Time spent at classes in mechanical engineering to count as equivalent to half of the same period of workshop service, with a maximum allowance of eighteen months for three-year students; and time spent at classes in electrical engineering to count as equivalent to half of the same period of workshop service, with a maximum allowance of one year.

(b) *Technical Institutions outside New Zealand.*

All technical schools approved for the above purpose by the Board of Trade of the United Kingdom: Time spent at these institutions will be accepted to the extent prescribed in the Board of Trade Regulations relating to the Examination of Engineers in the Mercantile Marine.

Time spent in foreign technical schools can in no circumstances be recognized.

SEA SERVICE.

60. For the purposes of the examinations for engineers' certificates of competency "qualifying sea service," unless otherwise stated, means service performed in the appropriate capacity in foreign-going, intercolonial, or home-trade ships propelled by engines of horsepower not less than that specified for the respective grades of certificate.

Service in the home trade, except where other allowances are specified in respect of special services, is regarded as being equivalent to two-thirds of the same period of time served in foreign-going vessels.

"Service on regular watch" means service as officer on watch on the main propelling machinery for at least eight hours each day. In no case may time spent on clerical work or on fitting or overhauling machinery, either on regular watch or on day-work, be regarded as qualifying watch-keeping service.

Applicants for second-class ordinary certificates must have performed the required period of sea service on the main engines and boilers; and not less than six months must have been spent on each of these two sections, if the service was not performed simultaneously on both.

In the case of applicants for first-class certificates, "qualifying service" means, as a rule, service as senior engineer in charge of the entire watch on the main propelling machinery; but service in charge of a boiler-room only may be regarded as qualifying up to a maximum of twelve months.

Service as second in seniority in the engine-room of a vessel propelled by two or more sets of engines may also be accepted; but service in the engine-room as assistant engineer below this rank may only be accepted as equivalent to one-half of the same period of time served in the engine-room as senior engineer or second in seniority.

A candidate for a first-class certificate must have performed the whole of the required period of qualifying service while in possession of a second-class certificate of the same description (ordinary or motor) as that for which he desires to be examined.

Candidates who qualify by service as second in seniority in the engine-room or as assistant engineer below this rank will be subjected to a somewhat more searching examination than those who have performed the required amount of service while in charge of a full watch.

ASSESSMENT OF NOMINAL HORSE-POWER.

61. The nominal horse-power of a steamship, as given on the certificate of registry, may in all cases be accepted by the Examiner; or it may be determined by the following formula:—

$$\text{N.H.P.} = \frac{(3H + D^2 \sqrt[3]{S}) \sqrt[3]{P}}{700}$$

Where H = heating surface of main boilers in square feet, measured down to the level of the fire-bars, but excluding the front tube plate.

D² = square of diameter of low pressure cylinder, or sum of squares of diameters of cylinders in non-compound engines, measured in inches.

S = length of stroke of engines in inches.

P = pressure of main boilers in pounds per square inch.

SERVICE IN LAKE OR RIVER VESSELS.

62. Service as watch-keeping engineer on a lake or river vessel of horse-power not less than that required by these rules may be accepted for an ordinary, a motor, or a small-powered P.V.O.S. certificate under the following conditions:—

- (a) Such service will be accepted as equivalent to one-half of the same period of time served in foreign-going vessels.
- (b) Applicants for second-class certificates must, in addition to lake or river service, have performed at least three months' qualifying sea service in foreign-going ships of the requisite horse-power (see Rule 48), or four and a half months' similar service in home-trade ships.
- (c) Applicants for first-class certificates must have performed, in addition to qualifying lake or river service, not less than six months' qualifying service at sea while in possession of a second-class certificate, in foreign-going vessels of horse-power not less than that specified in Rule 52, or nine months' similar service in the home-trade.

SERVICE IN CABLE SHIPS.

63. A candidate who has performed a part of the requisite qualifying service in cable ships will be required to produce, in addition to the usual service certificates, a statement or certificate from the owners of the vessel showing the amount of time actually spent at sea. Should the time so spent amount to or exceed two-thirds of the total time on articles, the latter period may be accepted in full as qualifying service; but in the event of the actual sea service falling short of this proportion, the deficiency must be made up by additional service at sea before the total time on articles can be accepted in full as qualifying service.

SERVICE IN AUXILIARY SCREW SHIPS.

64. Service as engineer performed by a candidate for a second-class certificate on board auxiliary-screw whalers and other vessels with auxiliary power not less than that specified in Rule 48 may be accepted as qualifying service for a second-class certificate to the extent of one-half the time the vessel is actually at sea. If a candidate who has performed such service is able to prove that the main engines were running for longer than this, the whole of such extended service may be accepted as qualifying.

SERVICE IN DREDGERS, FISHING-BOATS, TUG-BOATS, OR PILOT-VESSELS.

65. Service in sea-going dredgers, fishing-boats, or tug-boats, and in pilot-vessels when on their stations or when proceeding to or returning from the same, may be accepted as equivalent to foreign-going sea service in the ratio of two months' service in such vessels to one month's qualifying service in a foreign-going vessel.

Candidates for second-class certificates may perform the whole of their sea service in sea-going dredgers, fishing-boats, tug-boats, or pilot-vessels of horse-power not less than that specified in Rule 48, but they must have been on regular watch on the main propelling machinery.

Candidates for first-class certificates must have served, while in possession of a second-class certificate, in vessels of horse-power not less than that specified in Rule 52, and have been in charge of the whole of a watch on the main machinery.

First-class candidates must, in addition to service in such vessels, have performed not less than six months' qualifying service in the foreign trade, or nine months' similar service in the home trade.

Service performed by engineers in fishing or other vessels which is not similar to that usually performed by engineers in the mercantile marine cannot be accepted as qualifying; and the examiner should in all cases satisfy himself that service performed in such vessels, when claimed as qualifying for a certificate of competency as engineer, is of the requisite quality.

SERVICE IN YACHTS.

66. Service performed in yachts, either within or beyond home-trade limits, may be accepted as equivalent to two-thirds of the same period of time served in foreign-going vessels, provided that the applicant's name is entered on the vessel's articles, and that he can prove that the service claimed was actually performed at sea.

Candidates for second-class certificates may perform the whole of their service in yachts, but they must have been on regular watch on main propelling machinery of the requisite horse-power (see Rule 48).

Candidates for first-class certificates must have performed their service in vessels of horse-power not less than that specified in Rule 52, and must have been in regular charge of the main propelling machinery. They must also have served for at least three months in a qualifying capacity on board a foreign-going ship.

A candidate for a first-class certificate who can prove not less than twenty-seven months' qualifying service as first engineer, or three years' qualifying service as second engineer, of a yacht will not be required to perform this additional service.

CHAPTER III.—RULES RELATING TO THE CONDUCT OF THE EXAMINATIONS.

COMMENCEMENT AND DURATION OF EXAMINATION.

67. The examinations will, as a rule, commence at 9.30 a.m. on the days appointed, and will be continued from day to day until all the candidates are examined.

CANDIDATES TO BE PUNCTUAL.

68. Candidates are required to appear at the examination-room punctually at the time appointed.

STRANGERS NOT ADMITTED.

69. No persons will be allowed in the examination-rooms during the examinations other than those whose duties require them to be present. No instructors will be allowed on the premises.

COMMUNICATION BETWEEN CANDIDATES NOT ALLOWED.

70. No communication whatever between the candidates should be allowed during the examinations; and candidates should be so placed as to prevent one copying from another.

EXAMINATION-PAPERS.

71. Envelopes containing examination-papers must not be opened by any person other than the Examiner, who shall see that they have not been tampered with. The Examiner shall open these envelopes only at the commencement of the examination, and he is expected to take special precautions to preclude the possibility of any unauthorized person having access to the papers.

DESKS TO BE CLEARED.

72. Before the examination commences the desks must be cleared of all scraps of paper, or books that are not used in the examination. A sheet of blotting-paper will be issued to each candidate at the commencement of the examination, and it must be returned to the Examiner on completion of the papers each day.

The Examiner should be careful to see that the candidate has no books or papers in his possession, other than those specified in Rules 73 and 75, while in the examination-room, also that he has not used the blotting-paper in solving his problems.

MATHEMATICAL TABLES AND DRAWING INSTRUMENTS.

73. Books of mathematical tables, also drawing-boards and T squares, will be provided by the Marine Department, but candidates will be required to bring the requisite drawing instruments with them.

LEAVING EXAMINATION-ROOM.

74. In the event of a candidate being permitted to leave the examination-room the Examiner should substitute other questions for those which have not been attempted.

RULES TO BE OBSERVED DURING THE EXAMINATION.

75. (1) Perfect silence must be observed during the examination.

(2) Candidates must not have with them any books, notes, memoranda, or paper other than that supplied for use at the examination. If any candidate has brought any such notes, &c., with him he must hand them to the Examiner before the examination commences.

(3) Candidates must not communicate with each other or use any unfair means.

(4) Candidates should read the questions carefully before attempting to work them, and should confine their attention to the problems as presented, without dealing with extraneous matter. This instruction, which is applicable to all sections of the examination, has special reference to the subject-paper for drawing.

(5) All work, except that specified in the subject-paper for drawing, should be done in ink. The numbers of the questions attempted should be clearly indicated, but the questions themselves should not be copied.

(6) Candidates are permitted to use slide rules for checking their calculations, but in each case the full working necessary for arriving at the result must be shown in ink, otherwise no significance will be attached to the answer.

(7) The mathematical tables provided may be used by candidates in working any of the questions set in the examination, except those which state that reference thereto is not permissible.

(8) The question papers and mathematical papers, which are the property of the Marine Department, must not be written upon or defaced.

(9) The candidate should sign his name and write the port and date on the cover of each answer-book, also on each separate sheet used in working the problems and in answering the questions, including each sheet of drawing-paper used. Only one side should be used; and additional sheets will be supplied by the Examiner, if required.

(10) Credit will be given for clear statements, correct spelling and punctuation, good composition, and sound reasoning in answering the questions and in solving the problems; and bad grammar, faulty spelling, errors of punctuation, and indistinct reasoning will be discredited.

(11) Candidates may not vacate their seats or leave the examination-room without permission. If a candidate leaves the room he will not be permitted to go on with any sheet or problem which he had in hand before leaving the room.

(12) A candidate guilty of any breach of these rules will be subjected to all the penalties of failure, and may be excluded from further examination for such period as the Marine Department may decide.

BREACH OF RULES.

76. The circumstances attending any breach of the Rules or any unseemly conduct on the part of the candidate, should be reported immediately to the Chief Examiner.

VOLUNTARY RETIREMENT.

77. Each candidate, on first presenting himself, should be taken through the whole of the examination in order that his ability in each section may be ascertained and recorded. Voluntary retirement from any examination should be discouraged.

ORDER OF EXAMINATIONS.

78. Papers on practical mathematics, engineering knowledge, and drawing are given at the examinations for third-class and second- and first-class ordinary and motor certificates, and candidates are also questioned verbally on their practical knowledge.

Mathematics and drawing are omitted in the case of examination for the endorsement of a certificate for converse service in the same grade.

The examinations will, as a rule, be conducted in accordance with the following schedule :—

Time.	First Class.	Second Class.	Third Class.
First day—			
Morning session	Practical mathematics, first paper	Practical mathematics, first paper	Practical mathematics.
Afternoon session	Practical mathematics, second paper	Practical mathematics, second paper	Drawing.
Second day—			
Morning session	Engineering knowledge, first paper	Drawing	Engineering knowledge.
Afternoon session	Engineering knowledge, second paper	Drawing	Verbals.
Third day—			
Morning session	Drawing	Engineering knowledge, first paper	
Afternoon session	Drawing	Engineering knowledge, second paper	
Fourth day ..	Verbals	Verbals.	

VALUATION OF CANDIDATES' WORK.

79. The value of the work done by candidates in each section of the first-, second-, and third-class examinations will be assessed in accordance with the following scale :—

- Marks 0-49 = Weak, denoted by symbol W.
 „ 50-59 = Consider, denoted by symbol C.
 „ 60-74 = Good, denoted by symbol G.
 „ 75-100 = Superior, denoted by symbol S.

In order to pass, the average value of a candidate's work must be "Good," but his work in the verbal division of the examination must be "Good" or "Superior."

A "Consider" in either the practical mathematics, drawing, or engineering knowledge paper may be counterbalanced by a "Superior" in any of the other sections.

Two "Considers" or one "Weak" will entail failure.

VERBAL EXAMINATION.

80. The practical rather than the theoretical knowledge of the candidate should be tested in this section of the examination, and no candidate should be failed in the verbal examination without having been closely questioned on the points on which failure takes place.

The verbal examination should comprise questions on the management of the main engines, boilers, and auxiliary machinery at sea—the duties of the supervising engineer, the periodical examinations of the working-parts, and the overhaul and adjustment of the machinery in port.

As candidates must be able to deal satisfactorily with breakdowns and defects in the machinery, it is considered of great importance that they should have an extensive knowledge of the particulars of actual mishaps which have occurred at sea, and be able to explain how these might have been prevented, and how they were remedied.

A candidate who has had no personal experience of any breakdowns or defects, or who is unable to describe machinery failures that have occurred in the experience of others, should be closely questioned as to his knowledge of engine and boiler construction and repair.

As it is possible for a candidate who may be unable to calculate horse-power from indicator diagrams, strength of boiler-seams, &c., to pass in practical mathematics, and as a drawing may be passed as such although containing faults of a practical description, the Examiner should scrutinize the candidate's worked papers with a view to testing, if necessary, his ability in respect to the matters indicated above, and also with a view to including in the verbal examination questions on such practical deficiencies as may appear in his papers.

Should a candidate fail in verbals, the points on which failure takes place should be stated in the Examiner's report on the examination.

FAILURE IN EXAMINATION.

81. Should a candidate fail in practical knowledge he may not present himself for re-examination until he can produce proof of six months' further sea service in a qualifying capacity in a foreign-going ship, or nine months' similar service in the home trade. Failure in subjects ignorance of which might lead an engineer to do something actually unsafe in the management of any part of a ship's machinery will be regarded as failure in practical knowledge.

A candidate who fails through ignorance of fundamental principles, or on account of general defectiveness throughout the examination should not be re-examined for any certificate until after a lapse of six months. In such a case, if the candidate's deficiencies indicate the necessity for further study rather than practical experience, he need not be required to perform additional sea service.

In ordinary cases of failure, a first- or second-class candidate may present himself for re-examination at any of the times specified in Rule 8, but if he fails three times in any part or parts of the examination within any period of three months, he will not be re-examined until after a lapse of three months from the date of the last failure.

The candidate for a third-class certificate who fails to pass may, in ordinary cases of failure, present himself for re-examination at any of the times specified in Rule 8. Should such a candidate fail through lack of practical knowledge or ignorance of fundamental principles, or on account of general defectiveness throughout the examination, he should not be re-examined until after a lapse of three months.

In any cases of failure the re-examination must embrace all the subjects.

EXAMINATION RESULTS.

82. All candidates should be informed of the results of examinations.

REPORTS OF EXAMINATIONS.

83. Reports of examinations, together with the candidates' applications, and all examination-papers should be sent to the Chief Examiner as soon as the examinations are finished

SECOND SCHEDULE.

RULES REVOKED.

Date of Rules.	Date of publication in <i>Gazette</i> .	Page.	Portions revoked.
13th June, 1914 ..	18th June, 1914 ..	2447	Rules 80 to 116 inclusive.
26th February, 1931	5th March, 1931 ..	479	The whole.
19th November, 1931	26th November, 1931	3399	..
28th September, 1933	5th October, 1933	2483	..
9th May, 1934 ..	17th May, 1934 ..	1457	..

Disciplinary Rules of the New Zealand Law Society under the Law Practitioners Amendment Act, 1935.

Department of Justice,
Wellington, 6th April, 1936.

THE following rules made by the Disciplinary Committee of the New Zealand Law Society under section 14 of the Law Practitioners Amendment Act, 1935, are published for general information.

H. G. R. MASON, Minister of Justice.

The New Zealand Law Society.

THE LAW PRACTITIONERS ACT (DISCIPLINARY) RULES, 1936.

(Made by the Disciplinary Committee of the New Zealand Law Society under section 14 of the Law Practitioners Amendment Act, 1935.)

PART I.—CHARGES AND APPLICATIONS AGAINST PRACTITIONERS.

1. Any charge of professional misconduct against a practitioner (which for the purposes of these rules shall be deemed to be an "application"), and any application that the name of a practitioner be removed from or struck off the roll of barristers or solicitors, shall be in writing and shall be forwarded to the Clerk to the Committee.

2. Before fixing a day for the hearing the Committee may require the applicant to supply such further information and documents relating to the allegations as they think fit, and in any case where, in the opinion of the Committee, no *prima facie* case is shown, the Committee may, without requiring the practitioner to answer the allegations, dismiss the application. If required so to do, either by the applicant or the practitioner, the Committee shall make a formal order dismissing such application.

3. In any case in which, in the opinion of the Committee, a *prima facie* case is shown, the Committee shall fix a day and place for hearing, and the Clerk to the Committee shall serve notice thereof on the applicant and on the practitioner, and shall serve on the practitioner a copy of the application. The notice shall not be less than a twenty-one days' notice.

4. The notice may be in the forms in that behalf set out in the Schedule, and shall require the applicant and the practitioner respectively to furnish to the Clerk to the Committee and to each other a list of all documents on which they respectively propose to rely. Such list shall, unless otherwise ordered by the Committee, be furnished by the applicant and by the practitioner respectively at least fourteen days before the day of hearing.

5. Either party may inspect the documents included in the list furnished by the other; and a copy of any document mentioned in the list of either party shall, on the application and at the expense of the party requiring it, be furnished to that party by the other within three days after the receipt of the application.

6. If either party fails to appear at the hearing the Committee may, upon proof of service of the notice of hearing, proceed to hear and determine the application in his absence.

7. Where the Committee have proceeded in the absence of either party, such party may, within one calendar month from the pronouncement of the findings and order, apply to the Committee for a rehearing upon giving notice to the other party and to the Clerk to the Committee. The Committee, if satisfied that it is just that the case should be reheard, may grant the application upon such terms as to costs or otherwise as they think fit. Upon such rehearing the Committee may amend, vary, add to, or reverse their findings or order pronounced upon such previous hearing.

8. The Committee may proceed and act upon evidence given by affidavit.

9. The Clerk to the Committee shall send a copy of the findings and order to the Registrar of the Wellington Registry of the Court within eight days, and to the applicant and to the practitioner within four days, of the date thereof.

10. An application under section 4 (3) of the Law Practitioners Amendment Act, 1935, that a barrister or solicitor be suspended may be dealt with at any time by the Disciplinary Committee on the application of a District Law Society. Rules 1 to 5 hereof shall not apply to such an application.

PART II.—APPLICATIONS AT THE INSTANCE OF PRACTITIONERS.

11. An application at the instance of a practitioner himself shall be in writing supported by affidavit setting out the reasons for the application and shall be sent to the Clerk to the Committee.

12. The Committee may without hearing any evidence order that the name of the practitioner be removed from the roll of barristers or the roll of solicitors, and may make such order as to the costs of the application as they may think fit.

PART III.—APPLICATIONS FOR RESTORATION TO ROLL.

13. An application by a practitioner for an order restoring his name to the roll shall be in writing and shall be verified by affidavit setting out the grounds upon which the application is based.

14. The application and affidavit shall be delivered by the applicant to the Clerk to the Committee.

15. The Committee may, if they think fit, require the applicant to give notice of his application by advertisement or otherwise, as they may direct, and of the date appointed for the hearing.

16. If any person desires to object to the application such person shall give notice in writing to the applicant and to the Clerk to the Committee at least seven days before the day fixed for the hearing, specifying the grounds of his objection.

17. The New Zealand Law Society and the District Law Societies may appear at the hearing of any such application by any duly authorized representatives.

18. The Committee may require the applicant to furnish such evidence and to call such witnesses as the Committee may think fit.

19. The Committee may refuse to consider any application for restoration to the roll until the costs and disbursements owing by the practitioner in respect of any disciplinary proceedings whether before any Court or before the Disciplinary Committee have been paid.

20. After the hearing of the application the Committee shall order either that the name of the practitioner be restored to the roll or that the application be refused, and may make such order as to costs of and incidental to the application as they think fit.

PART IV.—GENERAL.

21. The Committee shall hear all applications in private.

22. At any stage of the proceedings, if the Committee see fit, they may appoint a practitioner to represent the applicant, and the costs of such practitioner may be paid out of the funds of the New Zealand Law Society.

23. No application shall be withdrawn after it has been sent to the Clerk to the Committee except by leave of the Committee. Application for leave to withdraw shall be made on the day fixed for the hearing unless the Committee otherwise direct. The Committee may grant leave subject to such terms as to costs or otherwise as they shall think fit, or they may adjourn the matter under the next succeeding rule.

24. The Committee may of their own motion, or upon the application of either party, adjourn the hearing upon such terms as to costs or otherwise as to the Committee shall appear just.

25. If upon the hearing it shall appear to the Committee that the allegations require to be amended or added to, the Committee may permit such amendment or addition if, in the judgment of the Committee, such amendment or addition is not within the scope of the original allegation; provided always that if such amendment or addition shall be such as to take the practitioner by surprise, or prejudice the conduct of his case, the Committee shall grant an adjournment of the hearing upon such terms as to costs or otherwise as to the Committee shall appear just.

26. Upon the hearing or determination of any application the Committee may, without finding any misconduct proved against the practitioner, nevertheless order him to pay the costs of the proceedings if, having regard to his conduct and all the circumstances of the case, it shall seem just to the Committee so to do.

27. Shorthand notes of proceedings may be taken by a person appointed by the Committee; and any party who appeared at the proceedings shall be entitled to inspect the transcript thereof. The shorthand-writer shall, if required, supply to the Committee and to any person entitled to be heard upon an appeal against an order of the Committee, and to the Society, but to no other person, a copy of the transcript of such notes on payment of his charges. If no shorthand notes be taken the Chairman shall take or cause to be taken a note of the proceedings, and the provisions of this rule as to inspection and taking of copies shall apply to such note accordingly.

28. Service of any notice or documents required by these rules may be effected either personally or by registered letter addressed to the last known place of abode or business of the person to be served, and proof that such letter was so addressed and posted shall be proof of service, and such service shall be deemed to have been effected at the time at which the letter would be delivered in the ordinary course of post.

29. Any notice or document required to be given or signed by the Clerk to the Committee may be given or signed by him or by the Secretary of the New Zealand Law Society, or by any other person duly authorized by the New Zealand Law Society in that behalf.

30. The Committee may dispense with any requirements of the rules respecting notices, affidavits, documents, service, or time, or any other matter in any case where it appears to the Committee to be just so to do.

31. The Committee may extend the time for doing anything under these rules.

32. All affidavits and other records shall be filed and kept by the Clerk to the Committee. The Committee may order that any books, papers, or other exhibits produced or used at a hearing shall be retained by the Clerk to the Committee until the time for appealing has expired, and, if notice of appeal is given, until the appeal is heard or otherwise disposed of.

33. The several expressions to which meanings are assigned in the Law Practitioners Amendment Act, 1935, shall have the same meanings in these rules.

34. These rules shall come into force on the 23rd day of January, 1936, and may be cited as the Law Practitioners Act (Disciplinary) Rules, 1936.

SCHEDULE.

[Form 1.

FORM OF NOTICE TO APPLICANT BY THE CLERK TO THE DISCIPLINARY COMMITTEE.

In the matter of C.D., a Solicitor,
and

In the matter of the Law Practitioners Amendment Act, 1935.

To
The day of , 19 , is the day fixed for the hearing of your application in the matter of C.D., solicitor, by the Disciplinary Committee constituted under the Law Practitioners Amendment Act, 1935.

The Committee will sit at at o'clock in the noon.

You are required by the rules made under the Law Practitioners Amendment Act, 1935, to furnish to the said C.D., and to the Clerk to the Disciplinary Committee at the offices of the New Zealand Law Society, Supreme Court Buildings, Wellington, at least fourteen days before the said day of , 19 , a list of all the documents on which you propose to rely.

Either party may inspect the documents included in the list furnished by the other, and a copy of any document mentioned in the list of either party must, on the application and at the expense of the party requiring it, be furnished to that party by the other within three days after receipt of the application.

In the event of the practitioner complained of not appearing and of the Committee being asked to proceed in his absence, the complainant must be prepared to prove service, in accordance with the rules issued under the Act, of the list of documents and any other notice or correspondence since the lodging of the application.

You are requested to acknowledge receipt of this notice without delay.

Dated this day of , 19 .

Clerk to the Committee.

[Form 2.

FORM OF NOTICE TO THE SOLICITOR BY THE CLERK TO THE DISCIPLINARY COMMITTEE.

In the matter of C.D., a Solicitor,
and

In the matter of the Law Practitioners Amendment Act, 1935.

To C.D., of , Solicitor.

Application has been made by to the Disciplinary Committee constituted under the Law Practitioners Amendment Act, 1935, that you may be required to answer the allegations contained in the affidavit, whereof a copy accompanies this notice, and that your name may be struck off the Roll of Barristers and/or Solicitors, or that you may be suspended from practice as a barrister and/or solicitor, or that such order may be made as the Committee shall think right.

The day of , 19 , is the day fixed for the hearing of the application by the Committee. The Committee will sit at at o'clock in the noon. If you fail to appear, the Committee may, in accordance with the rules made under the Law Practitioners Amendment Act, 1935, proceed in your absence.

You are required by the rules made under the Law Practitioners Amendment Act, 1935, to furnish to the said , and to the Clerk to the Disciplinary Committee at the offices of the New Zealand Law Society, Supreme Court Buildings, Wellington, at least fourteen days before the said day of , a list of all the documents on which you propose to rely.

Either party may inspect the documents included in the list furnished by the other, and a copy of any document mentioned in the list of either party must, on application and at the

expense of the party requiring it, be furnished by that party to the other within three days after receipt of the application. You are requested to acknowledge receipt of this notice without delay.

Dated this day of , 19 .

Clerk to the Committee.

(N.B.—A print of the rules is sent herewith for your information and guidance.)

The foregoing rules were duly made by the Disciplinary Committee of the New Zealand Law Society at a meeting of the said Committee held at Wellington on the 23rd day of January, 1936.

H. F. O'LEARY, K.C.,
Chairman of the Disciplinary Committee.

H. J. THOMPSON,
Clerk to the Disciplinary Committee.

Amending Warrant declaring Open Seasons for Imported and/or Native Game in certain Acclimatization Districts in so far as it affects the Tauranga Acclimatization District, and declaring an Open Season for Imported Game and Native Game in the Tauranga Acclimatization District.

IN exercise of the powers vested in me by the Animals Protection and Game Act, 1921-22, I, William Edward Parry, Minister of Internal Affairs of the Dominion of New Zealand, do hereby amend the Warrant dated 13th March, 1936, made under the Animals Protection and Game Act, 1921-22, and published in *New Zealand Gazette* No. 17 of the 16th idem, at page 484, by deleting all that portion of such Warrant included under the heading "Tauranga Acclimatization District," and do hereby declare the period from the 1st day of May to the 31st day of July, 1936 (both days inclusive), to be an open season in the Tauranga Acclimatization District, as described in *New Zealand Gazette* No. 17 of the 12th March, 1925, at page 753, for the taking or killing of the following imported game, viz., cock pheasants, Californian quail, and Australian quail, and the period from the 1st day of May to the 30th day of June, 1936 (both days inclusive), to be an open season in the said district for the taking or killing of the following native game, viz., grey duck, spoonbill duck, and black swan, and the period from the 1st day of February to the 31st day of March, 1937 (both days inclusive), to be an open season in the said district for the taking or killing of the following native game, viz., godwits, subject to the following conditions.

CONDITIONS.

1. Licenses to take or kill such imported game and native game (including godwits) within the Tauranga Acclimatization District will be issued to any person on payment of the sum of twenty shillings (20s.) each, and licenses to take or kill such native game only, viz., godwits, will be issued to any person on payment of the sum of ten shillings (10s.) each; and the Postmasters at Tauranga, Katikati, Paengaroa, Maketu, and Te Puke are hereby authorized to sign and issue the said licenses.

2. No person shall in any one day take or kill native game exceeding in number twenty-five head in all of grey duck, spoonbill duck, and black swan, or take or kill more than fifteen head in all of grey duck and/or spoonbill duck, or take or kill more than twenty head of godwits.

3. No person shall commence shooting earlier than one hour before sunrise or continue shooting later than one hour after sunset on any day during the open season.

4. (a) No person shall use live birds of any species as decoys, nor shall use more than fifteen artificial decoys at any one time, and no such artificial decoys shall be spread over a greater area than thirty yards square.

(b) No person shall place any artificial decoys within one hundred yards of the nearest of any other artificial decoys set out by any other person.

5. No person shall use or cause to be used any motor-vehicle in connection with the taking or killing of imported or native game: Provided that this condition shall not be so construed as to prohibit the use of any motor-vehicle for the purpose of travelling either generally or to or from a rendezvous.

6. No person shall use or cause to be used for the purpose of taking or killing any imported or native game any unmoored floating stand, pontoon, hide, mai-mai, or lou, or any boat artificially dressed or covered in any way.

7. No person engaged in shooting from any shelter, mai-mai, mudhole, boat, louvre, or other contrivance shall use more than one gun: Provided that a person so engaged may have a second gun in a condition not immediately suitable for use and held for use only in the event of the first gun becoming damaged or otherwise unfit for use.

As witness my hand at Wellington, this 6th day of April, 1936.

W. E. PARRY, Minister of Internal Affairs.

(I.A. 1933/39/28.)

Notice as to an Area in Wellington Land District declared to be a Fire District.

State Forest Service,
Wellington, 6th April, 1936.

PURSUANT to section 27 of the Forests Act, 1921-22, and section 6 of the Forests Amendment Act, 1925, I do hereby notify that, on the recommendation of the Director of Forestry and the Land Board of the district, the area described in the Schedule hereto is hereby declared by me to be a fire district, and I do further specify the period from the 1st day of November in any year to the 31st day of March in the following year, inclusive, as the period during which it shall not be lawful for any person within the said district, save pursuant to the written permit of a Forest Officer, to set on fire, or cause to be set on fire any timber (whether standing or not), or any undergrowth, or any debris from forest operations, or any land-clearing operations, or grass or other specially inflammable material, without taking such precautions as may be prescribed by a Forest Officer.

SCHEDULE.

WELLINGTON LAND DISTRICT.—WELLINGTON FOREST-CONSERVATION REGION.

Flock House Fire District.

ALL that area in the Wellington Land District containing approximately 10,700 acres, situated in Block VI, Koitiata Survey District, Block XIII, Rangitoto Survey District, Block I, Sandy Survey District, and Block I, Te Kawau Survey District, and bounded generally as follows: Towards the north-west by Run 21; towards the north-east by parts of Blocks CXLVII, CXLV, CXLIII, CXXI, CXL, CXXXVIII, CXXXVI, and CCXXXIII, Rangitikei Block, part of Section 26, Rangitikei District, and Tawaroa Nos. 1, 2, and 3 Blocks to the Rangitikei River; towards the south-east by the said Rangitikei River; towards the north-west by Lot 4 on plan No. 7133, deposited in the office of the District Land Registrar, being part of Section 1, Rangitikei District, and by Scotts Ferry Road to a point in line with the eastern boundary of Section 2, Rangitikei District; towards the west by a line across the said road and by Section 2 aforesaid; towards the south-west by Section 2 aforesaid and Block CXCH, Rangitikei Block; again towards the south-east by Block CXCH aforesaid and Run 23; and towards the west by the South Taranaki Bight. As the same is more particularly delineated on plan No. 81/3, deposited in the Head Office of the State Forest Service at Wellington, and thereon bordered red.

FRANK LANGSTONE,
Commissioner of State Forests.

Notice to Mariners No. 12 of 1936.

Marine Department,
Wellington, N.Z., 6th April, 1936.

NEW ZEALAND.—SOUTH ISLAND.—PORT LYTTTELTON.

Removal of Light-and-whistle Buoy for overhaul.

MARINERS are hereby advised that the light-and-whistle buoy off the entrance to Port Lyttelton will be removed for overhaul on or about the 1st May and replaced as soon as possible. During the overhaul the position will be marked by an unlighted buoy. No further notice will be given.

Charts affected: Nos. 1999—2529.

Publications: New Zealand Pilot, 1930, page 274; New Zealand Nautical Almanac and Tide-tables, page 276.

Authority: Lyttelton Harbour Board, 1/4/36.

L. B. CAMPBELL, Secretary.

(M. 3/3/17.)

Officiating Ministers for 1936.—Notice No. 11.

Registrar-General's Office,
Wellington, 7th April, 1936.

PURSUANT to the provisions of the Marriage Act, 1908, the following names of Officiating Ministers within the meaning of the said Act are published for general information:—

The Presbyterian Church of New Zealand.

The Reverend Arthur Clemence Harris

Brethren.

Mr. Alexander Caldwell Fleming.

G. G. HODGKINS, Deputy Registrar-General.

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

Department of Labour,
Wellington, 3rd April, 1936.

NOTICE is hereby given that the registration of the Dunedin and Suburban General Carriers' and Coal Merchants' Industrial Union of Employers, registered number 306, situated at Dunedin, is hereby cancelled as from the date of the publication of this notice in the *Gazette*.

HENRY E. MOSTON,
Deputy Registrar of Industrial Unions.

RESERVE BANK OF NEW ZEALAND.

STATEMENT OF ASSETS AND LIABILITIES OF THE RESERVE BANK OF NEW ZEALAND AS AT THE CLOSE OF BUSINESS ON MONDAY, 6TH APRIL, 1936.

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	2,801,733	0	0
3. Bank-notes	10,269,165	10	0	(b) Sterling exchange	24,500,177	4	10
4. Demand liabilities—				(c) Gold exchange			
(a) State	8,278,256	3	3	9. Subsidiary coin	201,985	14	6
(b) Banks	9,123,876	9	11	10. Discounts—			
(c) Other	80,985	1	4	(a) Commercial and agricultural bills			
5. Time deposits				(b) Treasury and local-body bills			
6. Liabilities in currencies other than New Zealand currency				11. Advances—			
7. Other liabilities	91,317	15	8	(a) To the State or State undertakings			
				(b) To other public authorities			
				(c) Other			
				12. Investments	1,804,400	4	6
				13. Bank buildings			
				14. Other assets	36,144	16	4
	£29,343,601	0	2		£29,343,601	0	2

Proportion of reserve (No. 8 less No. 6) to notes and other demand liabilities, 98.377 per cent.

W. R. EGGERS, Acting Chief Accountant.

Public Trustee.—Deceased Persons' Estates under Administration.

THE PUBLIC TRUST OFFICE OF NEW ZEALAND.—INCORPORATED UNDER THE PROVISIONS OF THE PUBLIC TRUST OFFICE ACT, 1908.

PARTICULARS of the Estates of Deceased Persons placed under the Charge of the PUBLIC TRUSTEE during the Month of March, 1936:—

No.	Name of Deceased.	Residence.	Occupation.	Date of Death.	Remarks.
1	Adamson, John	Hari Hari (Grey-mouth)	Farmer	17/3/36	Testate.
2	Adlam, Alfred John	Waverley	Company traveller	23/2/36	"
3	Anderson, John McDonald	Methven	Blacksmith	12/3/36	"
4	Anslow, Joseph Harry	Ohinewai	Motor-driver	18/3/36	Intestate.
5	Ardley, Elizabeth Ann	Christchurch	Widow	22/2/36	Testate.
6	Barber, William	Hastings	Retired farmer	26/2/36	"
7	Bebe, Ernest Joseph Herbert	Auckland	Hotel employee	22/12/35	Intestate.
8	Black, Annie	"	Married woman	11/3/36	Testate.
9	Blair, John	New Plymouth	Retired engineer	6/3/36	"
10	Bonner, John Preston	Stratford	Farmer	17/2/36	Intestate.
11	Bowater, Cecil Tancred Ernest	Petone	Warehouseman	2/3/36	Testate.
12	Brailey, William John	Christchurch	Gardener	13/3/36	"
13	Bridger, Joseph Henry	"	Rabbit-skin dresser	2/3/36	"
14	Broadhurst, Elizabeth	"	Widow	16/3/36	"
15	Brooker, Louisa Caroline	"	"	22/3/36	"
16	Brownlie, Arthur Thomas	South Invercargill	Farmer	7/3/36	Intestate.
17	Brunt, Marjorie Sarah	Auckland	Widow	5/9/35	"
18	Bunting, John	Dunedin	Quarryman	27/2/36	Testate.
19	Burling, Ann Elizabeth	Puketapu	Married woman	27/1/36	"
20	Campbell, Agnes	Dunedin	Widow	13/3/36	"
21	Cassidy, Florence Ellen	Wellington	Married woman	11/12/33	"
22	Child, Mary Ann	Nelson	Widow	8/3/36	"
23	Childs, Charles Valentine	Christchurch	Builder	6/3/36	Intestate.
24	Church, John	South Riverton	Retired gardener	25/2/36	Testate.
25	Cochrane, William	Wellington	Retired borough inspector	13/3/36	"
26	Codd, Richard William	Auckland	Confectioner	10/3/36	"
27	Collins, John	Petone	Labourer	22/2/36	"
28	Cone, Agnes Emma	Christchurch	Married woman	14/1/35	Intestate.
29	Corson, John McVicker	Lower Hutt	Storeman	12/3/36	Testate.
30	Coulton, Carol James	Strathmore	Farmer	18/3/36	"
31	Cubbon, William	New Plymouth	Pensioner	18/10/35	Intestate.
32	Curtin, William Donald	Millers Flat, Dunedin	Railway porter	10/3/36	"
33	Daly, Julia Frances	Hokitika	Widow	12/11/35	"
34	Davy, Charles Edwin	Hamilton	Linotypist	22/2/36	Testate.
35	Dodds, James	Waikiwi, formerly Wairoa	Retired farmer	20/3/36	"
36	Doherty, Hugh James	Eketahuna	Architect	24/1/36	"
37	Doody, Daniel	Napier	Labourer	13/3/36	"
38	Downie, Charles	Auckland	Builder	2/3/36	Intestate.
39	Esau, Lucy	Wellington	Married woman	28/2/36	"
40	Fairweather, John	Blenheim	Engineer	2/3/36	Testate.
41	Farmiloe, George Henry	Peria, Matamata	Retired farmer	16/2/36	"
42	Ferguson, Emily Jane	Auckland	Widow	22/3/36	"
43	Fieldes, Laura	Nelson	"	15/3/36	"
44	Fitzpatrick, Edward	Arthurs Point, Queenstown	Soldier	4/10/17	Intestate.
45	Fitzpatrick, Teresa Charlotte	Arthurs Point, Queenstown	Widow	25/9/34	"
46	Flower, Harold Edwin	Maungaturoto	Farmer	20/2/36	Testate.
47	Forster, John Robert	Wellington	Civil servant	20/2/36	Intestate.
48	Freeman, George	Dunedin	Compositor	19/2/36	Testate.
49	Garmaz, Alice May	Auckland	Married woman	15/3/31	Intestate.
50	Gibb, David	Mosgiel	Retired farmer	11/3/36	Testate.
51	Giles, Charles William	Palmerston North	Labourer	20/3/36	"
52	Gilpin, Ruby	San Francisco	Married woman	(Not known)	"
53	Grace, Josephine	Mangapiko	"	12/3/36	"
54	Grandison, Thomas	Mangere East	Retired farmer	9/3/36	"
55	Granville, Victor Norman	Blenheim, formerly Nelson	Engine-fitter	17/3/36	"
56	Hack, Robert	Christchurch	Gardener	13/2/36	Intestate.
57	Hanover, Agnes	New Plymouth	Spinster	9/3/36	Testate.
58	Harrison, Bridget	Mata	Widow	3/3/36	Intestate.
59	Harvey, Hannah Thora Amelia	Owhango	Married woman	26/2/34	Testate.
60	Hawes, Susanna	Westport	Widow	27/2/36	"
61	Hawkins, Edith Mary	Auckland	Spinster	9/3/36	"
62	Henderson, Alfred Samuel	"	Gardener	21/3/36	"
63	Henderson, John	Dunedin	Quarryman	6/2/36	Intestate.
64	Holes, Mabel Elizabeth	Papatoetoe	Widow	31/1/36	"
65	Holes, Samuel Arthur	"	Gardener	8/8/34	Testate.
66	Houston, William	Kaipoi	Retired mill foreman	18/3/36	"
67	Hume, Harriet Smythe	Stratford	Married woman	26/2/36	"
68	Humphrey, Andrew Gray	Okato	Contractor	23/2/36	Intestate.
69	Hurley, Euphemia Willison	Auckland	Married woman	3/3/36	Testate.
70	Innes, James	Wellington	Civil servant	18/2/36	Intestate.
71	Jackson, James Hutchinson Ascough	Christchurch	Wool-classer	15/2/36	"
72	Jamieson, James	Te Kawa	Labourer	19/2/36	Testate.
73	Johnston, Edith	Tauranga	Married woman	18/2/36	Intestate.
74	Joll, Thomas Matthew	Levin	Timber-merchant	25/2/36	Testate.
75	Keir, Alexander Money Whytock	Tapanui	Carpenter	7/9/33	"
76	Klein, John Walter	Kaipoi	Private soldier (N.Z.E.F.), (formerly farmer)	11/10/18	"

DECEASED PERSONS' ESTATES UNDER ADMINISTRATION—continued.

No.	Name of Deceased.	Residence.	Occupation.	Date of Death.	Remarks.
77	Knutson, Axel Bonde	Carterton	Farmer	23/3/36	Testate.
78	Lamason, William John	Napier	Overseer	3/3/36	"
79	Langley, Alexander Oscar	Reefton	Retired miner	8/3/36	"
80	Lawson, Joseph James	Auckland	Retired merchant	21/2/36	"
81	Lawson, May Lucy	Tauranga	Widow	6/3/36	Intestate.
82	Leach, Paulina	Dannevirke	"	22/2/36	Testate.
83	Linehan, John	Umutaoroa	Farmer	10/3/36	"
84	Lissaman, Mary Jessie	Seddon	Married woman	25/2/36	"
85	Luke, William Thomas	Christchurch	Labourer	20/2/36	"
86	McCullagh, Kate Elizabeth	Hamilton, formerly Auckland	Spinster	19/2/36	"
87	McLennan, Nora	Stratford	Widow	"	"
88	McMillan, Andrew Basil Kirk	Kumeroa	Farmer	4/3/36	"
89	McMillan, William Robert	Mosgiel	Warehouseman	9/3/36	"
90	McNeil, Andrew	Auckland	Retired brickmaker	26/12/35	"
91	Mackay, Catherine Margaret	Geraldine	Widow	12/3/36	"
92	Mackay, Joanna	Lawrence	"	16/2/36	"
93	Magee, James	Wellington	Retired wheelwright	29/2/36	"
94	Main, Andrew Craig	Timaru	Retired chief petty officer	26/2/36	Intestate.
95	Mainland, Elizabeth Mary	Auckland	Widow	23/2/36	Testate.
96	Mannex, Catherine	Eltham	"	25/3/36	"
97	Marriott, Jeanette	Wanganui	Married woman	12/2/36	"
98	Marshall, William Henry	"	Engineer	28/2/36	Intestate.
99	Mason, Walter	Auckland	War pensioner	5/3/36	"
100	Melton, Frances	Gisborne	Widow	22/3/36	Testate.
101	Mills, Hannah	Nelson	"	25/2/36	"
102	Minchin, John	Wellington	Dairyman	28/2/36	"
103	Moore, David Alexander	Deep Creek, Auckland	Farmer	19/2/36	"
104	Morton, John Selby	Wanganui	Accountant	3/1/14	"
105	Murray, Peter Lewis	Matakohe	Farmer	1/3/36	Intestate.
106	Newland, Louisa	Tokomaru Bay	Widow	28/2/34	"
107	Noakes, Mary	Christchurch	"	28/2/36	"
108	O'Callaghan, Daniel	Invercargill	Labourer	16/2/36	"
109	O'Hara, John Peter	Waihi	Priest	17/3/36	Testate.
110	O'Shea, Hannah	Oamaru	Spinster	7/3/36	"
111	Panting, William James	Wellington	Carpenter	1/7/35	Intestate.
112	Parkin, George	"	Retired clerk of works	20/3/36	Testate.
113	Read, Frederick Thomas	Tuapeka Flat	Retired farmer	5/3/36	"
114	Read, Mary	Christchurch	Widow	22/2/36	"
115	Reid, John	Auckland	Farmer	8/3/36	Intestate.
116	Rhodes, Agnes	Palmerston North	Widow	12/3/36	Testate.
117	Richardson, Eleanor	Napier	"	2/3/36	"
118	Rider, Ella Jane	Whangarei	"	5/3/36	"
119	Rix, William James	Christchurch	Civil servant	10/3/36	"
120	Rohan, John	Oravia	Farmer	15/2/36	"
121	Rood, Thomas Wilfred	Napier	Clerk	13/1/36	Intestate.
122	Rountree, William James	Waikiekie	Farmer	17/3/36	Testate.
123	Schwamm, Ferdinand Heinrich	Auckland	Retired farmer	27/2/36	"
124	Scott, Malcolm	Dunedin	Retired railway employee	27/2/36	"
125	Selby, Gwendolyn Dorothy Ruth	Matamata	Married woman	13/6/31	Intestate.
126	Shannahan, Patrick	Oamaru	Labourer	18/2/36	"
127	Sharpe, Rosanna	Nelson	Widow	14/6/35	Testate.
128	Sharpe, Walter Samuel	"	Retired Indian Civil servant	5/6/35	"
129	Shilcock, Harriet	Dunedin	Married woman	5/3/36	"
130	Simmons, Arthur Winifred	Blenheim	Labourer	20/7/35	Intestate.
131	Slack, John	Auckland	"	23/3/36	"
132	Souness, John Donald	Dunedin	"	27/12/35	"
133	Starnes, Edward Harold	Palmerston North	Carrier	22/2/36	"
134	Starr, Joseph Mark	Onerahi	Pensioner	19/12/35	"
135	Stenning, Albert James	Pounawea	Retired labourer	10/2/36	Testate.
136	Stephens, William Baldwin	Wellington	Retired railway servant	24/12/35	"
137	Stewart, Mary	Auckland	Widow	12/3/36	"
138	Syron, Agnes Maria	Waimangaroa	"	29/2/36	"
139	Talbot, Margaret Ann McGregor	Auckland	Spinster	30/1/36	"
140	Taylor, Archibald Robert	North Parramatta, N.S.W.	Market-gardener	25/8/35	Intestate.
141	Thomson, Isabella Dhu	Christchurch	Married woman	2/3/36	Testate.
142	Toole, Kathleen	Gisborne	Widow	29/2/36	Intestate.
143	Walker, Charles	Dunedin	Plasterer	30/9/33	Testate.
144	Walker, John Peter	Te Rapa	Farmer	14/3/36	"
145	Walker, William Henry	Wellington	Labourer	20/2/36	"
146	Wahlstrom, Carl George (also known as Charles George)	Auckland	Waterside worker	15/3/36	"
147	Whatmough, Joshua Smith	Haumoana	Gardener	20/3/36	"
148	Wilkie, Elizabeth Sarah	Gore, formerly Waikaitia	Widow	23/3/36	"
149	Wilkin, William Alexander (also known as William Arthur)	Matawai	Retired roadman	21/2/36	Intestate.
150	Wilson, Annie	Pahiatua	Widow	19/3/36	Testate.
151	Wilson, Thomas	Greymouth	Carpenter	29/1/36	Intestate.
152	Wilson, Thomas Henry	Wellington	Builder and undertaker	19/2/36	Testate.
153	Yule, Mary Beatrice	Otauhu	Married woman	9/11/30	Intestate.

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	Broadhurst, Elizabeth ..	Widow ..	Christchurch ..	16/3/36	2/4/36	Testate	Christchurch.
2	Child, Mary Ann ..	" ..	Nelson ..	8/3/36	2/4/36	"	Nelson.
3	Cone, Agnes Emma ..	Married woman	Christchurch ..	14/1/35	2/4/36	Intestate	Christchurch.
4	Hanover, Agnes ..	Spinster ..	New Plymouth ..	9/3/36	2/4/36	Testate	New Plymouth.
5	Hawes, Susanna ..	Widow ..	Westport ..	27/2/36	2/4/36	"	Hokitika.
6	Langley, Alexander Oscar	Retired miner ..	Reefton ..	8/3/36	2/4/36	"	"
7	Noakes, Mary, also known as Mary Seager	Widow ..	Christchurch ..	28/2/36	2/4/36	Intestate	Christchurch.
8	Rix, William James ..	Civil servant ..	" ..	10/3/36	2/4/36	Testate	"
9	Selby, Gwendoline Dorothy Ruth	Married woman	Matamata ..	13/6/31	2/4/36	Intestate	Wellington.
10	Simmons, Arthur Winifred, also known as Arthur Wannifred Simmons	Labourer ..	Blenheim ..	20/7/35	2/4/36	"	Blenheim.
11	White, Cecil Edward ..	Storeman ..	Wellington ..	22/3/36	2/4/36	Testate	Wellington.

Public Trust Office, Wellington, 6th April, 1936.

E. O. HALES, Public Trustee.

Sitting of the Native Land Court at Otiria on the 29th April, 1936.

Registrar's Office, Auckland, 28th March, 1936.

NOTICE is hereby given that the matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Otiria on the 29th April, 1936, or as soon thereafter as the business of the Court will allow.

J. H. ROBERTSON, Registrar.

[Tokerau, 1936-3.]

SCHEDULE.

No.	Applicant.	Name of Land.	Nature of Application.
20	Bay of Islands County Council ..	Kaikou A 3A ; Motatau 1c 5c	Assessment of compensation for land taken for the purpose of a public road.
21	The Under-Secretary, Public Works Department	Motatau 1c 7g	Assessment of compensation for land taken for Matawaia Native School.

CROWN LAND NOTICE.

*Land in Auckland Land District for Selection on Renewable Lease.*District Lands and Survey Office,
Auckland, 7th April, 1936.

NOTICE is hereby given that the undermentioned section is open for selection on renewable lease under the Land Act, 1924; and applications will be received at the District Lands and Survey Office, Auckland, up to 11 o'clock a.m. on Tuesday, 28th April, 1936.

Applicants should appear personally for examination at the District Lands and Survey Office, Auckland, on Thursday, 30th April, 1936, at 10.30 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.

AUCKLAND LAND DISTRICT.—THIRD-CLASS LAND.

Kawhia County.—Kawhia South Survey District.

Exemption from rental payments and mortgage interest payments for five years.*)

SECTION 4, Block III: Area, 588 acres 3 roods 16 perches. Capital value, £200; half-yearly rent, £4.

Weighted with £390 for improvements, consisting of ware, milking-shed, clearing and grassing, road-boundary fencing, subdivisinal fencing, and half-share in boundary-fencing. This sum is payable either in cash or by a deposit of £35, the balance of £355 to remain on instalment mortgage to the Official Assignee in Bankruptcy payable over a period of fifteen years (interest rate 5 per cent.) by means of instalments of principal and interest combined amounting to £16 19s. 4d. each half-year.

A grazing property, situated on Toi Road, ten miles from Hauturu Post-office, fifteen miles from Oparau Dairy Factory, and thirty-nine miles from Otorohanga Railway-station. Access by metalled road seven miles, formed clay road two miles, and three miles of foot-track. Land hilly and broken, approximately 130 acres felled and grassed, 30 acres cleared (now reverted to fern), balance in natural state of standing bush. Ragwort requires attention.

* No rent will be charged for five years after payment of the first half-year's rent, and no interest under the mortgage will be charged for five years, provided a sum equivalent to the concessions granted is expended each year in effecting permanent improvements to the land.

For any further details required apply to the undersigned.

K. M. GRAHAM,
Commissioner of Crown Lands,

(Files; H.O. 22/3454; D.O. M.L. 3758.)

STATE FOREST SERVICE NOTICE.

Milling-timber for Sale by Public Tender.

State Forest Service,
Invercargill, 6th April, 1936.

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 Monday, the 27th day of April, 1936.

SCHEDULE.

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

ALL the milling-timber on that piece of land containing 277 acres, more or less, known as Sawmill Area 45c, situated in Blocks XI and XII, Lilburn Survey District, State Forest No. 20, situated about twenty-two miles from Tuatapere Railway-station.

The total estimated quantity of timber in cubic feet is 160,439, or in board feet 1,023,600, made up as follows:—

Species.	Cubic Feet.	Board Feet.
Beech	148,110	944,500
Rimu	7,479	48,000
Totara	4,850	31,100
	160,439	1,023,600

Upset price: £726.

Term of license: Two years.

Terms of Payment.

A marked cheque for one-sixth of the purchase-money, together with £1 ls. license fee, must accompany the tender, and the balance be paid in five 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 for three months from the date tenders close.

10. Tenders should be on the special form obtainable from any office of the State Forest Service, and should be enclosed in envelopes addresses "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.

Milling-timber withdrawn from Sale.

State Forest Service,
Auckland, 6th April, 1936.

NOTICE is hereby given that the milling-timber in Block I, Tangihua Survey District, North Auckland Land District, advertised for sale by public tender in *Gazette* No. 2 of the 16th January, 1936, on page 92, is withdrawn from sale.

R. D. CAMPBELL, Conservator of Forests.

BANKRUPTCY NOTICES.

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

NOTICE is hereby given that FREDERICK CLAUDE HENRY REINHARDT, of Whangarei, Furniture-dealer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Courthouse, Whangarei, on Wednesday, the 8th day of April, 1936, at 10 o'clock a.m.

Dated at Whangarei, this 28th day of March, 1936.

A. J. CHING,
Official Assignee.

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

NOTICE is hereby given that RICHARD HERK, of Rawene, Tailor, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Courthouse, Whangarei, on Wednesday, the 8th day of April, 1936, at 11 o'clock a.m.

Dated at Whangarei, this 30th day of March, 1936.

A. J. CHING,
Official Assignee.

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

NOTICE is hereby given that FREDERICK WILLIAM DAVID GRAY, of Hamilton, Furniture-dealer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Wednesday, the 15th day of April, 1936, at 10.30 o'clock a.m.

Dated at Hamilton, this 3rd day of April, 1936.

V. R. CROWHURST,
Official Assignee.

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

NOTICE is hereby given that FREDERICK GEORGE MOORE, of Wellington, Labourer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Monday, the 6th day of April, 1936, at 10.30 o'clock a.m.

Dated at Wellington, this 30th day of March, 1936.

S. TANSLEY,
Official Assignee.

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

NOTICE is hereby given that WILFRED ERIC BARTRAM, of 163 Bealey Avenue, Christchurch, Salesman, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Government Departmental Buildings, Worcester Street, on Monday, the 6th day of April, 1936, at 10.30 o'clock a.m.

Dated at Christchurch, this 1st day of April, 1936.

A. H. GIBSON,
Official Assignee.

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

NOTICE is hereby given that THOMAS STARK, of Heriot, Blacksmith, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Supreme Court Buildings, Dunedin, on Wednesday, the 8th day of April, 1936, at 2.15 o'clock p.m.

Dated at Dunedin, this 31st day of March, 1936.

J. M. ADAM,
Official Assignee.

In Bankruptcy.—In the Supreme Court holden at Dunedin.

NOTICE is hereby given that HAROLD STEVENSON DENSEM, of Oamaru, Bus-driver, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Courthouse, Oamaru, on Thursday, the 16th day of April, 1936, at 10.30 o'clock a.m.

A. W. WOODWARD,
Deputy Official Assignee.

3rd April, 1936.

ADVERTISEMENTS.

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

NOTICE is hereby given that the names of the under-mentioned companies have been struck off the Register and the companies dissolved:—

F. W. Mason, Limited. 1926/49.
Glover and Company, Limited. 1926/71.
The Hauraki Flax Growers and Hemp Producers, Limited. 1926/97.
Whangarei Motor Transport Company, Limited. 1927/65.
Heffernan and Co., Limited. 1928/148.
N.R.G. Traders, Limited. 1930/112.
Jennings Limited. 1931/55.
Empire Wood Oil (N.Z.), Limited. 1931/100.
Cashrights Limited. 1931/131.
South Auckland Machinery Company, Limited. 1931/181.
Premier Amusements, Limited. 1931/226.
B. Noice Grainger, Limited. 1932/73.
N.H.L. Engineering Company, Limited. 1933/70.

Given under my hand at Auckland, this 31st day of March, 1936.

H. B. WALTON,
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 name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register and the company will be dissolved:—

Ohakaua Forests, Limited. 1925/196.

Given under my hand at Auckland, this 31st day of March, 1936.

H. B. WALTON,
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 name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register and the company will be dissolved:—

Solaglow (N.Z.), Limited. 1934/213.

Given under my hand at Auckland, this 2nd day of April, 1936.

H. B. WALTON,
Assistant Registrar of Companies.

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

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

Mt. Campbell Gold Mining Company, Limited. 1931/84.

Given under my hand at Auckland, this 6th day of April, 1936.

H. B. WALTON,
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 name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register and the company will be dissolved:—

Stan Rickards, Limited. 1932/91.

Given under my hand at Auckland, this 6th day of April, 1936.

H. B. WALTON,
Assistant Registrar of Companies.

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THE COMPANIES ACT, 1933, SECTION 282 (3) AND (4).

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 dissolved:—

The Employers' Mutual Accident Insurance Company of New Zealand. 1928/35.
H. F. Gardiner, Limited. 1932/146.

Given under my hand at Wellington, this 7th day of April, 1936.

W. H. FLETCHER,
Assistant Registrar of Companies.

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

NOTICE is hereby given that the names of the under-mentioned companies have been struck off the Register and the companies dissolved:—

Budd's Service Station, Limited. 1931/103.
Furnishers Limited. 1931/149.
Hawera Petrol Supplies, Limited. 1933/37.

Given under my hand at Wellington, this 7th day of April, 1936.

W. H. FLETCHER,
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 name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register and the company will be dissolved:—

Traders Mercantile Agency Company, Limited. 1934/4.

Given under my hand at Hokitika, this 3rd day of April, 1936.

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:—

Radio Institute of New Zealand. 1924/39.

Given under my hand at Christchurch, this 31st day of March, 1936.

J. MORRISON,
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:—

United Footwear, Limited. 1935/70.

Given under my hand at Christchurch, this 3rd day of April, 1936.

J. MORRISON,
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:—

The Bell Ranfurly Electric Dredging Company, Limited. 1934/15.

Given under my hand at Dunedin, this 6th day of April, 1936.

L. G. TUCK,
Assistant Registrar of Companies.

B. K. MORTON PROPRIETARY, LIMITED.
(INCORPORATED IN VICTORIA.)

NOTICE is hereby given that B. K. Morton Proprietary, Limited, incorporated in Victoria and carrying on business in New Zealand, intends at the expiration of three calendar months from the date of the first publication of this notice to cease to have a place of business in New Zealand.

Memorandum to Customers and others.

It has been decided to incorporate the above company as a New Zealand company under the provisions of the Companies Act, 1933, and from the date on which the company ceases to carry on business in New Zealand the organization and affairs of the company in New Zealand will be carried on without interruption by a new company under the same name.

This notice was first published on the 26th day of March, 1936.

B. K. MORTON PROPRIETARY, LIMITED.
KEITH O. THOMSON, Director.

276

ANGLO - NEW ZEALAND, LIMITED.

ANGLO - NEW ZEALAND, LIMITED, a company duly incorporated in England and carrying on business in Greymouth, New Zealand, hereby gives notice of its intention to cease having a place of business in New Zealand as from the 6th day of July, 1936.

Dated this 30th day of March, 1936.

ANGLO - NEW ZEALAND, LIMITED.

By its attorneys—
H. W. KITCHINGHAM.
F. A. KITCHINGHAM.

302

ST. ELMO COURTS, LIMITED.

In the matter of the Companies Act, 1933, and in the matter of **ST. ELMO COURTS, LIMITED.**

NOTICE is hereby given that an order of the Supreme Court of New Zealand at Christchurch dated the 7th day of March, 1936, confirming the reduction of the capital of the above-named company from £10,114 divided into 10,114 shares of £1 each to £6,068 8s. divided into 10,114 shares of 12s. each, and the minute approved by the Court showing with respect to the capital of the company as altered the several particulars required by the above Act, were registered by the Assistant Registrar of Companies at Christchurch on the 28th day of March, 1936.

Dated this 1st day of April, 1936.

LIVINGSTONE AND HENSLEY,
Solicitors for the company.

303

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership heretofore subsisting between the undersigned **JOHN DENNERLY JOHNS** and **ARNOLD ROY JOHNS** under the style of "J. D. Johns and Son," at Te Aroha, Motor-garage Proprietors, was dissolved on the 31st day of October, 1935, by mutual consent. All debts due to and owing by the late firm will be received and paid respectively by the said Arnold Roy Johns by whom the business will in future be carried on at Te Aroha as heretofore under the style of "A. R. Johns."

Dated at Te Aroha, this 1st day of April, 1936.

A. R. JOHNS.
J. D. JOHNS.

304

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership heretofore subsisting between us the undersigned **ERNEST JAMES KNIGHTBRIDGE** and **EWEN DUNBAR McRAE**, carrying on business as butchers at Ruawai and Maungaturoto under the style or firm of "Knightbridge and McRae" has been dissolved by mutual consent as from the 31st day of March, 1936. All debts due to and owing by the said late firm will be received and paid respectively by the said Ernest James Knightbridge who will continue to carry on the said business on his own account.

Dated at Auckland, this 31st day of March, 1936.

E. D. McRAE.
E. J. KNIGHTBRIDGE.

306

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership hitherto existing between the undersigned carrying on business under the style or firm of "P.G.S. Motors," at Dargaville, has this day been dissolved by mutual consent. All debts due to and owing by the late firm will be received and paid by Andrew Alexander Silich by whom the business will in future be carried on under the present name.

Dated this 1st day of April, 1936.

S. W. GEAGEN.
A. A. SILICH.

Witness to both signatures—Raymand Gibson, Solicitor,
Dargaville.

312

NOTICE OF DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership heretofore subsisting between **JOHN GEORGE CAREY CROSS** and **ARTHUR RUPERT PETERSEN**, carrying on business as Music Dealers at Christchurch under the style or firm of "Cross and Petersen," has been dissolved as from the 31st day of March, 1936, so far as concerns the said John George Carey Cross, who retires from the said firm. All debts due to and owing by the said late firm will be received and paid respectively by the said Arthur Rupert Petersen who will continue to carry on the said business under the style of "Arthur Petersen."

Dated the 31st day of March, 1936.

J. CROSS.
A. R. PETERSEN.

322

METHODIST CHURCH OF NEW ZEALAND.

I EDGAR PERCY BLAMIRE, President of the New Zealand Methodist Conference, certify that the Rev. Major Albert Rugby Pratt is appointed Authorized Representative for the year 1936-1937 in accordance with the provisions of the Methodist Church Property Trust Act, 1887.

E. P. BLAMIRE,
President of the Conference.

Wellington, 1st April, 1936.

305

FINANCIAL GUARANTEE, LIMITED.

IN LIQUIDATION.

In the matter of subsection (2) of section 241 of the Companies Act, 1933, and in the matter of **FINANCIAL GUARANTEE, LIMITED** (in Liquidation).

NOTICE is hereby given that a meeting of members of the above company will be held at the registered office, 9 Empire Buildings, Swanson Street, Auckland, on Monday, 20th April, 1936, at 2.30 p.m., for the purpose of receiving the liquidator's statement of the winding up.

Dated at Auckland, this 1st day of April, 1936.

G. GREY CAMPBELL,
Liquidator.

307

FINANCIAL GUARANTEE, LIMITED.

IN LIQUIDATION.

In the matter of subsection (3) of section 241 of the Companies Act, 1933, and in the matter of **FINANCIAL GUARANTEE, LIMITED** (in Liquidation).

NOTICE is hereby given that a meeting of creditors of the above company will be held at the registered office, 9 Empire Buildings, Swanson Street, Auckland, on Monday, 20th April, 1936, at 2.30 p.m., for the purpose of receiving the liquidator's statement of the winding up.

Dated at Auckland, this 1st day of April, 1936.

G. GREY CAMPBELL,
Liquidator.

308

COMMERCIAL INVESTMENTS, LIMITED.

IN LIQUIDATION.

In the matter of subsection (2) of section 241 of the Companies Act, 1933, and in the matter of COMMERCIAL INVESTMENTS, LIMITED (in Liquidation).

NOTICE is hereby given that a meeting of members of the above company will be held at the registered office, 9 Empire Buildings, Swanson Street, Auckland, on Monday, 20th April, 1936, at 2 p.m., for the purpose of receiving the liquidator's statement of the winding up.

Dated at Auckland, this 1st day of April, 1936.

G. GREY CAMPBELL,
Liquidator.

309

COMMERCIAL INVESTMENTS, LIMITED.

IN LIQUIDATION.

In the matter of subsection (3) of section 241 of the Companies Act, 1933, and in the matter of COMMERCIAL INVESTMENTS, LIMITED (in Liquidation).

NOTICE is hereby given that a meeting of creditors of the above company will be held at the registered office, 9 Empire Buildings, Swanson Street, Auckland, on Monday, 20th April, 1936, at 2 p.m., for the purpose of receiving the liquidator's statement of the winding up.

Dated at Auckland, this 1st day of April, 1936.

G. GREY CAMPBELL,
Liquidator.

310

E. L. YENCKEN AND COMPANY PROPRIETARY, LIMITED.

PLEASE take notice that the above company, registered in the State of Victoria, in the Commonwealth of Australia, intends to cease carrying on business in New Zealand. The business will thereafter be carried on by E. L. Yencken and Company Proprietary, Limited, a company registered in New Zealand.

Dated this 14th day of March, 1936.

E. L. YENCKEN AND COMPANY PROPRIETARY, LIMITED.
J. REDDING, Manager for New Zealand.

311

NOTICE OF FIRST MEETINGS.

NAME of company: Wairarapa Co-operative Rural Intermediate Credit Association, Limited.

Registered office: Masterton.
Registry of Supreme Court: Wellington.
Number of matter: 444.

Contributories: 16th April, 1936, Farmers' Rooms, Perry Street, Masterton, at 2 p.m.

Creditors: 16th April, 1936, Farmers' Rooms, Perry Street, Masterton, at 2 p.m.

ARTHUR D. LOW,
Deputy Official Assignee and Provisional Liquidator.

313

In the Supreme Court of New Zealand,
Wellington District
(Wellington Registry).

In the matter of the Companies Act, 1933, and in the matter of THE ROTOITI TIMBER COMPANY, LIMITED, a company under the said Act.

NOTICE is hereby given that by an Order of the Supreme Court made at Wellington on Friday, the 27th day of March, 1936, confirming the reduction of capital of the above-named company from £100,000 to £55,400, and the minute approved by the Court showing with respect to the capital of the company as altered the several particulars required by the above-mentioned statute, were registered by the Registrar of Companies at Wellington on Thursday, the 2nd day of April, 1936: And further take notice that the said minute is in the words and figures following:—

“The capital of the company henceforth is £55,400 divided into 89,200 ordinary shares of 10s. each and 10,800 preference shares of £1 each, instead of the former capital of £100,000 divided into 89,200 ordinary shares of £1 each and 10,800 preference shares of £1 each. At the time of registration of this minute all the said ordinary shares have been issued and are fully paid, 3,659 of the said preference shares have been issued and are fully paid, and the remaining preference shares are unissued.

Dated the 2nd day of April, 1936.

YOUNG, COURTNEY, BENNETT, AND VIRTUE,
Solicitors for the company.

314

CASTLEPOINT COUNTY COUNCIL.

RESOLUTION MAKING SPECIAL RATE.

IN pursuance and in exercise of the powers contained in the Local Bodies' Loans Act, 1926, and of all powers it enabling, the Castlepoint County Council hereby resolves as follows:—

“That, for the purpose of providing the interest and other charges on a loan of twelve hundred pounds authorized to be raised by the Castlepoint County Council under the above-mentioned Act for the purpose of erecting workers' dwellings at Tinui, the Castlepoint County Council hereby makes and levies a special rate of one forty-ninth of a penny in the pound on the rateable value of all rateable property in the County of Castlepoint (on the basis of capital value) and that such special rate shall be an annual-recurring rate during the currency of such loan and shall be paid yearly on the 1st day of April in each and every year during the currency of such loan, being a period of twenty years or until such loan is fully paid off.”

I hereby certify that the above resolution was passed by the Castlepoint County Council at a meeting of the said Council held on the 7th day of February, 1936.

R. C. MILES,
County Clerk.

315

THE INVESTMENT EXECUTIVE TRUST OF NEW ZEALAND, LTD.

IN LIQUIDATION.

Notice of Meeting of Creditors.

NAME of company: The Investment Executive Trust of New Zealand, Ltd. (in Liquidation).

Address of registered office: Wellington.
Registry of Supreme Court: Wellington.

Date: 30th April, 1936.

Hour: 11 a.m.

Place: Accountants' Chambers, Johnston Street, Wellington.

E. O. HALES,
Public Trustee, as liquidator under the Companies (Special Liquidations) Act, 1934-35, of the Investment Executive Trust of New Zealand, Ltd.

316

SHAG POINT COAL MINING CO., LTD.

IN VOLUNTARY LIQUIDATION.

In the matter of the Companies Act, 1933, and in the matter of the SHAG POINT COAL MINING CO., LTD.

NOTICE is hereby given that at an extraordinary general meeting of the members of the above-named company duly convened and held at the registered office of the company, 134 High Street, Dunedin, on the 31st day of March, 1936, the following special resolution was duly passed:—

“That the company be wound up voluntarily, and that CHARLES PENMAN, Public Accountant, of Dunedin, be appointed liquidator for the purposes of such winding up.”

Dated this 3rd day of April, 1936.

ALFRED HOWORTH, Chairman.

317

AUCKLAND GRAMMAR SCHOOL BOARD.

ELECTION OF GOVERNORS.

I hereby declare that the following have been duly elected Governors of the Auckland Grammar School Board:—

Dr. Ernest Robertson,

elected by the Senate of the University of New Zealand;

Alexander Harris, Esquire,

elected by the Members of the Legislative Council and the House of Representatives usually resident within the Provincial District of Auckland; and

Robert A. Rew, Esquire,

elected by the Auckland Board of Education.

CHAS. E. G. TISDALL,
Returning Officer.

319

OTAGO CENTRAL ELECTRIC-POWER BOARD.

RESOLUTION MAKING SPECIAL RATE.

IN pursuance and in exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1926, and of all other powers (if any) it thereunto enabling, the Otago Central Electric-power Board hereby resolves as follows:—

"That, for the purpose of providing for the payment of the half-yearly instalments of principal and interest in respect of the Otago Central Electric-power Board Electrical Generation Loan of £15,000, 1935, authorized to be raised by the Otago Central Electric-power Board under the above-mentioned Act for the purpose of constructing headworks and a generating station at the Roaring Meg Stream and the erection of a high-tension transmission-line to link up with the present distribution system, the said Board hereby makes and levies a special rate of thirteen-fortieths of a penny (13/40d.) in the pound on the rateable value (on the basis of the capital value) of all rateable property in the Otago Central Electric-power District, and that such special rate shall be an annually recurring rate during the currency of such loan and be payable half-yearly on the 1st April and 1st October in each and every year during the currency of such loan during a period of twenty-five (25) years or until the loan is fully paid off."

The common seal of the Otago Central Electric-power Board was hereto affixed at the office of and pursuant to a resolution of the said Board in the presence of—

W. BRINGANS, Chairman.
V. H. GALT, Secretary.

We hereby certify that the foregoing is the true copy of and a correct extract from the minutes of proceedings of the Otago Central Electric-power Board at the meeting held on the 21st day of November, 1935.

320 W. BRINGANS, Chairman.
V. H. GALT, Secretary.

CHANGE OF NAME.

NOTICE is hereby given that I the undersigned BERYL LAVINIA RAYMOND, of Invercargill, in the Dominion of New Zealand, Spinster (heretofore or sometimes known as Beryl Lavinia Shields), being a British subject, have by deed-poll dated the 27th day of March, one thousand nine hundred and thirty-six, and enrolled in the Supreme Court Office at Invercargill, renounced and abandoned my surname of "Shields" and assigned and adopted the surname of "Raymond" for all purposes whatsoever.

Dated this 2nd day of April, one thousand nine hundred and thirty-six.

321 BERYL LAVINIA RAYMOND.

In the Supreme Court of New Zealand,
Canterbury District
(Christchurch Registry).

In the matter of the Companies Act, 1933, and in the matter of the "WYTELYTE" CHALK MANUFACTURING COMPANY, LIMITED.

NOTICE is hereby given that a petition for the winding up of the above-named company by the Supreme Court was on the 26th day of March, 1936, presented to the said Court by Percy George Waller, of Christchurch, Manufacturer, and that the said petition is directed to be heard before the Court sitting at Christchurch on the 21st day of April, 1936, at 10.15 o'clock in the forenoon; and any creditor or contributory of the said company desirous to support or oppose the making of an order on the said petition may appear at the time of hearing in person or by his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said company requiring the same by the undersigned on payment of the regulated charge for the same.

F. D. SARGENT,
Solicitor for petitioner.

The petitioner's address for service is at the office of Messrs. Slater, Sargent, and Connal, Barristers and Solicitors, 161 Hereford Street, Christchurch.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the above-named notice in writing of his intention so to do. The notice must state the name, address, and description of the person, or, if a firm, the name, address, and description of the firm and an address for service within three miles of the office of the Supreme Court at Christchurch, and must be signed by the person or firm or his or their solicitor, if any, and must be served, or, if posted, must be sent by post in sufficient time to reach the above-named petitioner's address for service not later than 4 p.m. on Monday, the 20th day of April, 1936.

326

HILMORN FROCKS, LIMITED.

IN LIQUIDATION.

In the matter of the Companies Act, 1933, and in the matter of HILMORN FROCKS, LIMITED (in Liquidation).

NOTICE is hereby given that by an entry in its minute-book on the 6th day of April, 1936, the above-named company passed the following resolutions:—

1. Resolved by way of an extraordinary resolution "That the company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and that accordingly the company be wound up voluntarily."

(2) Resolved further, "That Mr. L. M. SATTERTHWAITE, of Messrs. W. E. C. Reid and Co., Public Accountants, Dunedin, be nominated as liquidator."

Notice is further given that a meeting of creditors of the above-named company will accordingly be held at the office of Messrs. W. E. C. Reid and Co., Public Accountants, High Street, Dunedin, on Thursday, the 16th day of April, 1936, at 11 o'clock a.m.

Dated at Dunedin, this 6th day of April, 1936.

323 HILDA NICHOLAS,
Managing Director.

THE WELLPARK MANUFACTURING CO., LIMITED.

IN VOLUNTARY LIQUIDATION.

NOTICE is hereby given that at an extraordinary general meeting of the above-named company held at Dunedin on the 1st day of April, 1936, the following special resolutions were passed:—

1. "That the company be wound up voluntarily."

2. "That WILLIAM FERGUSON FORRESTER, of Dunedin, Solicitor, be and he is hereby appointed liquidator of the company."

Dated this 2nd day of April, 1936.

324 DOWNIE STEWART, PAYNE, AND FORRESTER,
Solicitors for the above-named company.

ALLAN BAILLIE CONSTRUCTION, LIMITED.

IN LIQUIDATION.

Notice of Meetings of Creditors and Contributories to appoint Committee of Inspection called pursuant to Order of Court.

NAME of company: Allan Baillie Construction, Limited (in Liquidation).

Address of registered office: Official Assignee's Office, Law Court Buildings, High Street, Auckland.

Number of matter: 242/35.

Creditors—

Date: 27th April, 1936.

Hour: 10.30 a.m.

Place: The office of the Official Assignee, Law Court Building, High Street, Auckland.

Contributories: Same date, hour, and place as the meeting of creditors.

325 A. W. WATTERS,
Official Liquidator.

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