## Price Order No. 1211 (Amending Price Order No. 128) (Eggs)

PURSUANT to the Control of Prices Act, 1947, the Price Tribunal, acting with the authority of the Minister of Industries and Commerce, hereby makes the following amending Price Order :--

1. This Order may be cited as Price Order No. 1211, and shall be read together with and deemed part of Price Order No. 128\* (hereinafter

referred to as the principal Order). 2. This Order shall come into force on the 12th day of February, 1951. 3. The Second and Third Schedules to the principal Order, as set out in Price Order No. 1179<sup>†</sup>, are hereby revoked, and the following Schedules substituted therefor respectively :---"SECOND SCHEDULE

"MAXIMUM WHOLESALE PRICES (PER DOZEN) FOR EGGS SOLD FOR RESALE IN ANY MARKETING AREA WITHIN AN EGG-PRICE AREA

	Hen Eggs.									Devel Hame			
Marketing Area Within the	Heavy Grade.		Standard Grade.		Medium Grade.		Pullet Grade.		Ungraded.		Duck Eggs.		
	Fresh.	Chilled.	Fresh.	Chilled.	Fresh.	Chilled.	Fresh.	Chilled.	Fresh.	Chilled.	Large.	Small.	Ungraded
Auckland Egg-price Area Hawke's Bay Egg-price Area Wellington Egg-price Area Westland Egg-price Area Christchurch Egg-price Area Dunedin Egg-price Area	s. d. 4 $2\frac{1}{2}$ 4 $2\frac{1}{2}$ 4 $2\frac{1}{2}$ 4 $1\frac{1}{2}$ 3 $10\frac{1}{2}$ 3 $10\frac{1}{2}$	s. d. $3 11\frac{1}{2}$ $3 11\frac{1}{2}$ $3 11\frac{1}{2}$ $3 10\frac{1}{2}$ $3 7\frac{1}{2}$ $3 7\frac{1}{2}$	s. d. 4 $0\frac{1}{2}$ 4 $0\frac{1}{2}$ 3 $11\frac{1}{2}$ 3 $8\frac{1}{2}$ 3 $8\frac{1}{2}$	s. d. $3 9^{1}_{2}$ $3 9^{1}_{2}$ $3 9^{1}_{2}$ $3 8^{1}_{2}$ $3 5^{1}_{2}$ $3 5^{1}_{2}$	s. d. $3 10\frac{1}{2}$ $3 10\frac{1}{2}$ $3 10\frac{1}{2}$ $3 0\frac{1}{2}$ $3 \frac{91}{2}$ $3 6\frac{1}{2}$ $3 6\frac{1}{2}$	s. d. $3 7\frac{1}{2}$ $3 7\frac{1}{2}$ $3 7\frac{1}{2}$ $3 6\frac{1}{2}$ $3 3\frac{1}{2}$	s. d. $3 5\frac{1}{2}$ $3 4\frac{1}{2}$ 3 5 $3 4\frac{1}{2}$ 3 1 3 1	s. d. $3 \ 2\frac{1}{2}$ $3 \ 1\frac{1}{2}$ $3 \ 2$ $3 \ 1\frac{1}{2}$ $2 \ 10$ $2 \ 10$	s. d. $3  ext{ }  ext{91} \\ 3  ext{91} \\ 3  ext{91} \\ 3  ext{9} \\ 3  ext{101} \\ 3  ext{6} \\ 3  ext{6} \\ 3  ext{6} \\ \end{array}$	s. d. $3  6\frac{1}{2}$ $3  6\frac{1}{2}$ 3  6 $3  7\frac{1}{2}$ 3  3 3  3	s. d. 4 $0\frac{1}{2}$ 3 $11\frac{1}{2}$ 4 $0\frac{1}{2}$ 3 $11\frac{1}{2}$ 3 $8\frac{1}{2}$ 3 $8\frac{1}{2}$ 3 $8\frac{1}{2}$	s. d. $3 10\frac{1}{2}$ $3 9\frac{1}{2}$ $3 10\frac{1}{2}$ $3 9\frac{1}{2}$ $3 9\frac{1}{2}$ $3 6\frac{1}{2}$ $3 6\frac{1}{2}$	s. d. $3 9^{\frac{1}{2}}$ 3 8 3 9 $3 9^{\frac{1}{2}}$ 3 5 3 5

"THIRD SCHEDULE

"MAXIMUM WHOLESALE PRICES (PER DOZEN) FOR EGGS SOLD FOR RESALE ELSEWHERE THAN IN A MARKETING AREA

	Hen Eggs.												
Marketing Area Within the	Heavy Grade.		Standard Grade.		Medium Grade.		Pullet Grade.		Ungraded.		Duck Eggs.		
	Fresh.	Chilled.	Fresh.	Chilled.	Fresh.	Chilled.	Fresh.	Chilled.	Fresh.	Chilled.	Large.	Small.	Ungraded
Auckland Egg-price Area Hawke's Bay Egg-price Area Wellington Egg-price Area Westland Egg-price Area Christchurch Egg-price Area Dunedin Egg-price Area	s. d. 4 2 4 2 4 2 4 2 $4 1\frac{1}{2}$ 3 10 3 10	s. d. 3 11 3 11 3 11 $3 10^{\frac{1}{2}}$ 3 7 3 7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	s. d. 3   9 3   9 3   9 $3   8^{\frac{1}{2}}$ 3   5 3   5	s. d. 3 10 3 10 3 10 $3 9\frac{1}{2}$ 3 6 3 6	s. d. 3 7 3 7 3 7 $3 6\frac{1}{2}$ 3 3 3 3	s. d. 3 5 3 4 3 $4^{\frac{1}{2}}$ 3 $4^{\frac{1}{2}}$ 3 $0^{\frac{1}{2}}$ 3 $0^{\frac{1}{2}}$	s. d. 3 2 3 1 3 $1\frac{1}{2}$ 3 $1\frac{1}{2}$ 2 $9\frac{1}{2}$ 2 $9\frac{1}{2}$	s. d. 3 9 3 9 $3 8\frac{1}{2}$ $3 10\frac{1}{2}$ $3 5\frac{1}{2}$ $3 5\frac{1}{2}$	s. d. 3 6 3 6 3 5 $\frac{1}{2}$ 3 $2\frac{1}{2}$ 3 $2\frac{1}{2}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	s. d. 3 10 3 9 3 10 3 91 3 6 3 6	$ \begin{array}{c} \text{s. d.} \\ 3 & 9 \\ 3 & 7\frac{1}{2} \\ 3 & 8\frac{1}{2} \\ 3 & 9\frac{1}{2} \\ 3 & 4\frac{1}{2} \\ 3 & 4\frac{1}{2} \end{array} $

4. (i) Price Order No. 1179 is hereby revoked. (ii) The revocation of the said Order shall not affect the liability of any person for any offence in relation thereto committed before the coming into force of this Order.

Dated at Wellington, this 7th day of February, 1951.

The Seal of the Price Tribunal was affixed hereto in the presence of-

[L.S.]

\* Gazette, 12th March, 1943, Vol. I, page 314.

† Gazette, 28th July, 1950, Vol. II, page 1057.

## P. B. MARSHALL, President. G. LAURENCE, Member.

Abstract of Railways Working Account FOUR-WEEKLY PERIOD ENDED 6TH JANUARY, 1951 1st April, 1950, to 6th January, 1951. Section. Expenditure. Net Revenue. Revenue. Expenditure. Net Revenue. Revenue. £ £ £ £ £ 8,965,5794,987,68714,589681,352 826,533 145,181 8,854,242 111,337 North Island main line and branches . .  $-143,845 \\ -2,549$ 516,020 3,770 South Island main line and branches 372, 1755,375,978 -388.291• • 1,221 34,486 -19.897Nelson . . . . 13,967,8552,673,41614,264,7062,539,215Total railway operation ... Miscellaneous and subsidiary services  $1,054,748 \\ 238,266$  $1,346,323 \\ 239,056$  $-296,851 \\ 134,201$ -291,575-790.. 1.293.014 1,585,379 -292,365 16,641,271 16,803,921 -162,650Total . . .. .. . .

Year to Date. £ 1,984,346	Four-weekly Year to D Maintenance £ £	ate.
£	Maintenance £ £	
393,457 11,323,480 266,572 13,967,855 18,505,119 406,902 627,084 6,434,418 7,468,404 18,509,173	Way and works 249,523 2,405,7   Signals and electrical appliances 50,538 439,7   Rolling-stock  223,693 3,258,6   Transportation— 223,693 3,258,6   Locomotive  302,202 3,501,6   Traffic  479,753 4,233,9   General charges  11,615 140,5   Superannuation subsidy  28,909 284,3   Total operating expenditure 1,346,323 14,264,7   Net operating loss  291,575 296,8   Total railway operating revenue  1,054,748 13,967,8   Capital Cost of Open Lines as at 31st March, 1950  f81,551,7	746 371 380 951 583 333 706 851 855
	266,572 13,967,855 18,505,119 406,902 627,084 6,434,418 7,468,404	13,967,857 Transportation— 302,202 3,501,6   13,967,855 Traffic 302,202 3,501,6   18,505,119 General charges 11,615 140,5   18,505,119 Superannuation subsidy 28,999 284,3   406,902 Total operating expenditure 1,346,323 14,264,7   6,434,418 Total railway operating revenue 291,575 296,8   7,468,404 Capital Cost of Open Lines as at 31st March, 1950 £81,551,75