

Price Order No. 1323 (Amendment No. 1 of Price Order No. 1318), (Laying Mash and Chick Mash)

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. 1323 and shall be read together with and deemed part of Price Order No. 1318* (hereinafter referred to as the principal Order).
2. This Order shall come into force on the 13th day of December 1951.
3. The Second Schedule to the principal Order is hereby amended by omitting the prices fixed for mash sold in the South Island, and substituting the prices in the Schedule to this Order.

SCHEDULE
FIXING MAXIMUM PRICES OF MASH TO WHICH THIS ORDER APPLIES

| Place of Sale. | Basis of Sale. | Manu- facturers' Prices to Merchants. At the Rate Per Ton | Merchants' Prices to Retailers and Consumers. | | | | Retailers' Prices. | | |
|-------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------|-----------------------------------------------|---------------------------|-----------------------------|---------------------------------------|---------------------------------------------------|-------------------------------------------------------------------|---------------------------------------------------------|
| | | | 1 Ton and Over. | ½ Ton but Under 1 Ton. | 2 Sacks but Under ½ Ton. | Single Sacks, 100 lb. and Over. | Single Sacks. At the Rate Per 100 lb. | 1 Bushel but Under 1 Sack. At the Rate Per Bushel. | Under 1 Bushel. At the Rate Per 5 lb. Lots. |
| <i>South Island</i> | | | | | | | | | |
| "Nos. 1 and 2 Standard Laying Mash | | | | | | | | | |
| Nelson | Ex store | £ s. d. 21 12 6 | £ s. d. 22 2 6 | £ s. d. 22 17 6 | £ s. d. 23 2 6 | £ s. d. 23 17 6 | s. d. 24 6 | s. d. 5 2½ | s. d. 1 5½ |
| | F.o.r. or delivered .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Blenheim | Ex store | 20 0 0 | 20 10 0 | 21 5 0 | 21 10 0 | 22 2 6 | 22 9 | 4 10 | 1 4½ |
| | F.o.r. or delivered .. | .. | 20 17 6 | 21 12 6 | 21 17 6 | 22 15 0 | .. | .. | .. |
| Christchurch Metro- politan Area | Ex store | 18 15 0 | 19 5 0 | 20 0 0 | 20 5 0 | 20 17 6 | 22 0 | 4 8½ | 1 4 |
| | F.o.r. | .. | 19 12 6 | 20 7 6 | 20 12 6 | 21 10 0 | .. | .. | .. |
| | Delivered | .. | 20 0 0 | 20 15 0 | 21 0 0 | 22 0 0 | .. | .. | .. |
| Rangiora Ashburton Timaru Oamaru | Ex store | 18 15 0 | 19 5 0 | 20 0 0 | 20 5 0 | 20 17 6 | 21 6 | 4 7 | 1 3½ |
| | F.o.r. or delivered .. | .. | 19 12 6 | 20 7 6 | 20 12 6 | 21 10 0 | .. | .. | .. |
| Dunedin Metropolitan Area | Ex store | 19 5 0 | 19 15 0 | 20 10 0 | 20 15 0 | 21 7 6 | 22 6 | 4 9½ | 1 4 |
| | F.o.r. | .. | 20 2 6 | 20 17 6 | 21 2 6 | 22 0 0 | .. | .. | .. |
| | Delivered | .. | 20 10 0 | 21 5 0 | 21 10 0 | 22 10 0 | .. | .. | .. |
| Invercargill | Ex store | 19 7 6 | 19 17 6 | 20 12 6 | 20 17 6 | 21 12 6 | 22 3 | 4 9 | 1 4 |
| | F.o.r. or delivered .. | .. | 20 5 0 | 21 0 0 | 21 5 0 | 22 5 0 | .. | .. | .. |
| "Nos. 1 and 2 Standard Chick Mash | | | | | | | | | |
| Nelson | Ex store | £ s. d. 23 5 0 | £ s. d. 23 15 0 | £ s. d. 24 10 0 | £ s. d. 24 15 0 | £ s. d. 25 7 6 | s. d. 26 0 | s. d. 5 6 | s. d. 1 6 |
| | F.o.r. or delivered .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Blenheim | Ex store | 21 17 6 | 22 7 6 | 23 2 6 | 23 7 6 | 24 2 6 | 24 9 | 5 3 | 1 5½ |
| | F.o.r. or delivered .. | .. | 22 15 0 | 23 10 0 | 23 15 0 | 24 15 0 | .. | .. | .. |
| Christchurch Metro- politan Area | Ex store | 20 7 6 | 20 17 6 | 21 12 6 | 21 17 6 | 22 12 6 | 23 9 | 5 0½ | 1 5 |
| | F.o.r. | .. | 21 5 0 | 22 0 0 | 22 15 0 | 23 5 0 | .. | .. | .. |
| | Delivered | .. | 21 12 6 | 22 7 6 | 23 2 6 | 23 15 0 | .. | .. | .. |
| Rangiora Ashburton Timaru Oamaru | Ex store | 20 7 6 | 20 17 6 | 21 12 6 | 21 17 6 | 22 12 6 | 23 3 | 5 0 | 1 4½ |
| | F.o.r. or delivered .. | .. | 21 5 0 | 22 0 0 | 22 5 0 | 23 5 0 | .. | .. | .. |
| Dunedin Metropolitan Area | Ex store | 20 15 0 | 21 5 0 | 22 0 0 | 22 5 0 | 22 17 6 | 24 0 | 5 1 | 1 5 |
| | F.o.r. | .. | 21 12 6 | 22 7 6 | 22 12 6 | 23 10 0 | .. | .. | .. |
| | Delivered | .. | 22 0 0 | 22 15 0 | 23 0 0 | 24 0 0 | .. | .. | .. |
| Invercargill | Ex store | 21 2 6 | 21 12 6 | 22 7 6 | 22 12 6 | 23 7 6 | 24 0 | 5 1 | 1 5 |
| | F.o.r. or delivered .. | .. | 22 0 0 | 22 15 0 | 23 0 0 | 24 0 0 | .. | .. | .. |

Dated at Wellington, this 12th day of December 1951.

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

[L.S.]

G. LAURENCE, Presiding Member.
I. D. REID, Member.

* Gazette, 22 November 1951, Vol. III, page 1741.

Result of Poll for Proposed Loan

Wellington 6 December 1951.

THE following notice, received by the Right Hon. the Minister of Finance from the Chairman of the Auckland Transport Board, is published in accordance with the provisions of the Local Bodies' Loans Act 1926.

B. C. ASHWIN, Secretary to the Treasury.

AUCKLAND TRANSPORT BOARD

PURSUANT to section 13 (1) of the Local Bodies' Loans Act 1926, I hereby give notice that a poll of the ratepayers of the Auckland Transport District was taken on Saturday, the 17th day of November 1951, on the proposal of the Auckland Transport Board to borrow the sum of £2,450,000 for the purpose of modernization and development of the Auckland Transport system by means of:—

- (a) The purchase of vehicles required to convert approximately five of the Board's existing services from tramway operation to trolley bus and/or omnibus operation, including the extension or variation of any such services where necessary.

- (b) The purchase of omnibuses to facilitate such conversion, to provide additional services and to replace a number of present omnibuses.
- (c) Alterations to existing buildings and land, the erection of new buildings, the cutting back of corners, and the provision of turning circles, stopping places, and road crossings.
- (d) The purchase of additional plant and equipment.
- (e) The construction of trolley-bus overhead and underground reticulation.
- (f) The removal of tramway tracks and the restoration of roadways.

The number of votes recorded for and against the proposal was as follows:—

| | |
|-------------------------------------------|-------|
| Votes recorded for the proposal | 7,608 |
| Votes recorded against the proposal | 1,901 |
| Informal | 65 |

I therefore declare that the foregoing proposal was carried.

H. A. ANDERSON, Chairman.