

course of alteration, repair, or maintenance, to reconstruct in conformity with the regulations hereinbefore mentioned any electric lines or works which conformed to the regulations in force at the time of the construction thereof.

3. SYSTEM OF SUPPLY

Bulk supply at a normal pressure of 11,000 volts between phases shall be received from the State Hydro-electric Department's Dobson, Blackwater, and Reefton (when the last-mentioned has been completed) substations or from such other additional point or points of supply as may be mutually arranged between the Minister in charge of the State Hydro-electric Department and the licensee.

The system of supply shall be as described in paragraphs (a) and (f) of clause 21-01 of the Electrical Supply Regulations 1935. The primary distribution voltage shall be 11,000 volts between phases.

4. DURATION OF LICENCE

This licence shall, unless sooner lawfully determined, continue in force until the 5th day of July 1966.

FIRST SCHEDULE

LINES for the supply of electrical energy by the system of supply hereinbefore described within the Grey Electric-power District as described in the Second Schedule to the Proclamation dated the 30th day of March 1950 and published in the *New Zealand Gazette* on the 5th day of April 1950, at page 366, and in the Schedule to the Proclamation dated the 6th day of July 1950 and published in the *New Zealand Gazette* on the 13th day of the same month, at page 884.

SECOND SCHEDULE

ORDERS IN COUNCIL REVOKED

Dated	Published in <i>New Zealand Gazette</i> on
5th day of July 1926 ..	8th day of July 1926.
27th day of April 1934 ..	3rd day of May 1934, at page 1220.
7th day of August 1946 ..	8th day of August 1946, at page 1075.

T. J. SHERRARD,
Clerk of the Executive Council.

(S.H.D. 10/32/1)

Authorizing the Laying-off of Cremorne Terrace, in the City of Palmerston North, Subject to a Condition as to the Building-line

FREYBERG, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington, this 10th day of March 1952

Present:

THE RIGHT HON. S. G. HOLLAND PRESIDING IN COUNCIL

PURSUANT to section 31 of the Municipal Corporations Amendment Act 1948 and section 125 of the Public Works Act 1928, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby authorizes the Palmerston North City Council to permit the laying-off of the proposed street described in the Schedule hereto of a width for a part of its length of less than 66 ft., but not less than 40 ft., subject to the condition that no building or part of a building shall at any time be erected on Lots 1 to 6 inclusive and Lots 12, 13, and 14 of a subdivision of the land fronting the said street (as shown on the plan marked P.W.D. 136422 referred to in the Schedule hereto) within a distance of 33 ft. from the centre-line of the said street.

SCHEDULE

THAT proposed street in the Wellington Land District, City of Palmerston North, to be known as Cremorne Terrace, containing by admeasurement 1 rood 29.44 perches, more or less, being part Lot 50, D.P. 666, and parts Lots 1 and 6, D.P. 7735, being all a part of Hokowhitu No. 5. As the same is more particularly delineated on the plan marked P.W.D. 136422, deposited in the office of the Minister of Works at Wellington, and thereon coloured red.

T. J. SHERRARD,
Clerk of the Executive Council.

(P.W. 51/2142; D.O. 51/3)

Authorizing the Laying-off of a Street Off Murray Place in the City of Christchurch, Subject to a Condition as to the Building-Line

FREYBERG, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington, this 10th day of March 1952.

Present:

THE RIGHT HON. S. G. HOLLAND PRESIDING IN COUNCIL

PURSUANT to section 31 of the Municipal Corporations Amendment Act 1948, and section 125 of the Public Works Act 1928, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby authorizes the Christchurch City Council to permit the laying-off of the proposed street described in the Schedule hereto at a width for part of its length of less than 66 ft., but not less than 50 ft., subject to the condition that no building or part of a building shall at any time be erected on the land shown edged green on the plan marked P.W.D. 136204, referred to in the said Schedule, within a distance of 48 ft. from the centre-line of the said street.

SCHEDULE

THAT proposed street in the Canterbury Land District, City of Christchurch, containing by admeasurement 1 acre and 1.9 perches, more or less, being part Lots 10 and 11, D.P. 1253, part Lot 1, D.P. 1366, and part Lot 33, D.P. 1599, all being part Rural Section 136, and other part Rural Section 136. As the same is more particularly delineated on the plan marked P.W.D. 136204, deposited in the office of the Minister of Works at Wellington, and thereon coloured red.

T. J. SHERRARD,
Clerk of the Executive Council.

(P.W. 51/3532; D.O. 36/4/13)

Approving Amendments to By-laws Made by the New Zealand National Airways Corporation

FREYBERG, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington, this 3rd day of March 1952

Present:

THE RIGHT HON. S. G. HOLLAND PRESIDING IN COUNCIL

PURSUANT to subsection (2) of section 33 of the New Zealand National Airways Act 1945, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby approves the amendments to by-laws made by the New Zealand National Airways Corporation pursuant to subsection (1) of the said section 33, on the 27th day of November 1951, and set out hereunder.

BY-LAWS

1. THESE by-laws shall be read together with and form part of the by-laws made by the New Zealand National Airways Corporation on the 24th day of February 1947* (hereinafter called the principal by-laws).

2. The principal by-laws are hereby amended as follows:—

(a) By adding to By-law 10 the following subclause as subclause (2) thereof:—

“(2) Notwithstanding the provisions of By-laws 15 and 16 (2), if the Corporation is required by the consignor to connect with other transport (hereinafter called the ‘on-carrier’) in terms of this by-law and is paid additional charges therefor, the liability of the Corporation, if any, for any loss or damage to any goods while the goods are in the custody of the on-carrier shall be limited to the corresponding liability, if any, of the on-carrier under any special limitation of liability, whether statutory or otherwise, and any claim in respect of any such goods shall be made direct to the on-carrier within such time after delivery to the consignee as may be described by the conditions of carriage of the on-carrier and any claim not made within that time may, in the discretion of the Corporation, be not recognized by the Corporation.”

(b) By adding to By-law 11 the following subclause as subclause (2) thereof:—

“(2) Goods other than those specified in By-law 4 or in this by-law may be consigned as under:—

“(i) Freightair Express—Goods so consigned will be despatched subject to By-law 8 by the first available aircraft and will, if the consignor so instructs, be delivered by the Corporation without additional charge to the named consignee in a city or town area.

“(ii) Freightair—Goods so consigned will be despatched subject to By-law 8 by the first available aircraft after all freightair express consignments for the same destination have been loaded or forwarded.

“(iii) Freightair Cargo—Goods so consigned will be despatched subject to By-law 8 in freightair aircraft only, but may, in the discretion of the Corporation, be despatched by passenger aircraft if space is available.

“(iv) Fragile Goods, Perishable Goods, Fragile and Perishable Goods—If consigned for despatch as Freightair Cargo fragile goods, perishable goods, and fragile and perishable goods will be acceptable for carriage only upon the condition that the Corporation shall not be liable for loss or of damage to any goods caused directly or indirectly by the fragile, perishable, or fragile and perishable nature of the goods.”

T. J. SHERRARD,
Clerk of the Executive Council.

* Principal By-laws, *Gazette* No. 15, 20 March 1947, page 345.