

*Special Order Made by the Heathcote County Council Altering Riding Boundaries and Adjusting Representation*

PURSUANT to section 100 of the Counties Act 1920, as amended by section 3 of the Counties Amendment Act 1921-22, the Minister of Internal Affairs hereby publishes the following special order made by the Heathcote County Council, and fixes the 30th day of October 1953 as the date from which the said special order shall take effect.

Dated at Wellington, this 23rd day of October 1953.

W. A. BODKIN, Minister of Internal Affairs.

(I.A. 103/137/32)

**SPECIAL ORDER**

" IN pursuance and exercise of the powers vested in it by section 23 of the Counties Act 1920, the Heathcote County Council doth hereby declare and resolve that as from the 31st day of October 1953, the area of the Mount Pleasant Riding and the Valley Riding be amalgamated into one riding to be known as the Valley Riding; that as from the 31st October 1953 the representation from this riding on the Council be two members."

We, F. W. Freeman, Chairman, and R. W. Morris, Clerk, hereby certify that the above resolution was passed at a special meeting of the Heathcote County Council held on Friday, the 28th day of August 1953, and confirmed as a special order at the ordinary meeting of the Council held on Friday, the 25th day of September 1953, and all the provisions of section 99 of the Counties Act 1920 have been complied with.

F. W. FREEMAN, Chairman.

R. W. MORRIS, County Clerk.

**SCHEDULE**

**VALLEY RIDING**

ALL that area in the County of Heathcote, Canterbury Land District, bounded by a line commencing at the north-eastern corner of the Hillsborough Riding, being a point on the southern boundary of the City of Christchurch, and proceeding easterly and southerly along that boundary to the northern boundary of the Borough of Lyttelton; thence westerly along that northern boundary to the south-eastern corner of the Hillsborough Riding aforesaid; thence northerly along that boundary to the point of commencement.

*Exemption Order Under the Motor Drivers Regulations 1940*

PURSUANT to the Motor Drivers Regulations 1940, the Minister of Transport hereby orders and declares that the provisions of clause (1) of regulation 7 of the said regulations so far as they relate to the driving of heavy trade motors shall not apply to the persons hereinafter mentioned, but in lieu thereof the following provision shall apply:

A motor driver's licence issued under the Motor Drivers Regulations 1940 to the persons described in Column 1 of the Schedule hereunder may authorize them to drive a heavy trade motor in the course of their employment for the employers described in Column 2 of the said Schedule, but shall not authorize them, while they are under the age of eighteen years, to drive a heavy trade motor for any other purpose.

**SCHEDULE**

Column 1 (Drivers)	Column 2 (Employers)
George Ronald Humm, No. 2 R.D., Christchurch	Father.
Dennis J. Perham, Morrinsville	Perham Brothers.

Dated at Wellington, this 15th day of October 1953.

W. S. GOOSMAN, Minister of Transport.

*Exemption Order Under the Motor Drivers Regulations 1940*

PURSUANT to the Motor Drivers Regulations 1940, the Minister of Transport hereby orders and declares that the provisions of clause (1) of regulation 7 of the said regulations so far as they relate to the driving of heavy trade motors shall not apply to the persons hereinafter mentioned, but in lieu thereof the following provision shall apply:

A motor driver's licence issued under the Motor Drivers Regulations 1940 to the persons described in Column 1 of the Schedule hereunder may authorize them to drive a heavy trade motor in the course of their employment for the employers described in Column 2 of the said Schedule, but shall not authorize them, while they are under the age of eighteen years, to drive a heavy trade motor for any other purpose.

**SCHEDULE**

Column 1 (Drivers)	Column 2 (Employers)
Laurentius Loomans, Te Kowhai, Frankton	A. D. Haigh.
Warwick J. Bryant, Morrinsville	Father.

Dated at Wellington, this 15th day of October 1953.

W. S. GOOSMAN, Minister of Transport.

*Exemption Order Under the Motor Drivers Regulations 1940*

PURSUANT to the Motor Drivers Regulations 1940, the Minister of Transport hereby orders and declares that the provisions of clause (1) of regulation 7 of the said regulations so far as they relate to the driving of heavy trade motors shall not apply to the persons hereinafter mentioned, but in lieu thereof the following provision shall apply:

A motor driver's licence issued under the Motor Drivers Regulations 1940 to the persons described in Column 1 of the Schedule hereunder may authorize them to drive a heavy trade motor in the course of their employment for the employers described in Column 2 of the said Schedule, but shall not authorize them, while they are under the age of eighteen years, to drive a heavy trade motor for any other purpose.

**SCHEDULE**

Column 1 (Drivers)	Column 2 (Employers)
David John Sutton, Richmond, Nelson	Father.
James Gilbert Beynon, Greymouth	Father.
Terence David Peter, Wakefield, Nelson	Father.

Dated at Wellington, this 14th day of October 1953.

W. S. GOOSMAN, Minister of Transport.

*Revoking a Warrant Declaring Area to be a Closely Populated Locality and Declaring Area to be a Closely Populated Locality for the Purposes of the Transport Act 1949, Section 36*

PURSUANT to section 36 of the Transport Act 1949, the Minister of Transport hereby revokes that Warrant dated the 28th day of October 1952,\* which declared an area situated within the Taupo County to be a closely populated locality, and hereby declares the area described in the Schedule hereto to be a closely populated locality for the purposes of the said section to the intent that a person driving any motor-vehicle on any road therein at any time during the period commencing on the 26th day of October of each year and ending on the 6th day of June in the next ensuing year shall be subject to the maximum speed limit of thirty miles per hour fixed by the said section.

**SCHEDULE**

SITUATED within Taupo County—

All that area at Waitahanui consisting of that portion of the National Park-Taupo State Highway No. 23 commencing at a point 40 chains measured in a northerly direction from the Waitahanui Stream Bridge and terminating at a point 20 chains measured in a southerly direction from the said bridge.

Dated at Wellington, this 21st day of October 1953.

W. S. GOOSMAN, Minister of Transport.

\* Gazette, No. 71, 6 November 1952, page 1824.

(TT. 9/15/280)

*The Standards Act 1941—Specifications Declared to be Standard Specifications*

NOTICE is hereby given that on 5 October 1953 the under-mentioned specifications were declared to be standard specifications by the Minister of Industries and Commerce pursuant to section 8 of the Standards Act 1941.

Number and Title of Specification	Price of Copy (Post Free)
N.Z.S.S. 266: Natural sienna (raw and burnt) for paints, being B.S. 312: 1952 ( <i>superseding</i> N.Z.S.S. 266, being B.S. 312: 1937)	} 3 0
N.Z.S.S. 267: Natural umber (raw and burnt) for paints, being B.S. 313: 1952 ( <i>superseding</i> N.Z.S.S. 267, being B.S. 313: 1937)	
N.Z.S.S. 269: Ochre for paints, being B.S. 337: 1952 ( <i>superseding</i> N.Z.S.S. 269, being B.S. 337: 1937)	

Applications for copies should be made to the N.Z. Standards Institute, Hamilton Chambers, 201 Lambton Quay (P. O. Box 195), Wellington C. 1.

Dated at Wellington, this 15th day of October 1953.

L. J. McDONALD,  
Executive Officer, Standards Council.

*The Standards Act 1941—Standard Specification Revoked*

NOTICE is hereby given that on 5 October 1953 the under-mentioned standard specification was revoked by the Minister of Industries and Commerce pursuant to section 8 of the Standards Act 1941 in conjunction with regulation 8 of the Standards Regulations 1947.

Number and Title of Specification: N.Z.S.S. 268: Vandyke brown, being B.S. 319:1937.

Dated at Wellington, this 20th day of October 1953.

L. J. McDONALD,  
Executive Officer, Standards Council.