

of the Borough of Tawa Flat as described in *Gazette*, 1953, at page 1143; thence southerly and easterly along that boundary to the eastern side of the Wellington-Paekakariki Centennial State Highway; thence southerly generally along the eastern side of that State highway to the southern boundary of Section 8, Paparangi Settlement, being a point on the boundary of the City of Wellington; thence westerly and southerly along that boundary, as described in *Gazette*, 1955, at page 695, to the northernmost corner of Section 10, Kaiwharawhara District, being a point on the boundary of the Makara Riding hereinbefore described; thence westerly generally along the boundary of the Makara Riding to the mean high-water mark, Cook Strait, being a point on the boundary of the County of Makara described as aforesaid; thence northerly generally along that boundary to the intersection of the mean high-water mark, Cook Strait, with the eastern boundary of Lot 1 as shown on the plan numbered 752 aforesaid, being the point of commencement.

BELMONT RIDING

All that area in the County of Makara bounded by a line commencing at the eastern corner of Section 32, Horokiwi Road District, being a point on the boundary of the County of Makara as described in *Gazette*, 1955, at page 696; thence southerly generally along that boundary to the boundary of the City of Wellington as described in *Gazette*, 1955, at page 695; thence northerly generally along that boundary to the eastern side of the Wellington-Paekakariki Centennial State Highway, being a point on the boundary of the Ohariu Riding hereinbefore described; thence northerly generally along that boundary to the north-western boundary of Lot 6 as shown on the plan numbered 12284 deposited in the office of the District Land Registrar at Wellington, being a point on the boundary of the Borough of Tawa Flat as described in *Gazette*, 1953, at page 1143; thence easterly and northerly generally along that boundary to the north-eastern corner of Lot 85 as shown on the plan numbered 9069 deposited as aforesaid; thence south-easterly across the Wellington-Foxton Motorway to and along part of the north-eastern boundary of Lot 3 as shown on the plan numbered 2985 deposited as aforesaid, south-westerly along the south-eastern boundary of the aforesaid Lot 3 to the north-eastern boundary of Lot 4 as shown on the plan numbered 2129 deposited as aforesaid; thence south-easterly along that boundary and the north-eastern boundary of Lot 3 as shown on the aforesaid plan numbered 2129 to the north-western boundary of Section 10, Takapu District; thence north-easterly along that boundary and the north-western boundaries of Sections 12 and 42, Takapu District, along part of the north-western boundaries of Sections 20 and 22, Takapu District, to the western corner of the land shown on the plan numbered A. 2554 lodged in the office of the District Land Registrar at Wellington; thence south-easterly and north-easterly along the south-western and south-eastern boundaries of the aforesaid land to the north-eastern boundary of Section 32, Horokiwi District; thence south-easterly along that boundary to the eastern corner of Section 32 aforesaid, being the point of commencement.

PORIRUA RIDING

All that area in the County of Makara bounded by a line commencing at a point on the mean high-water mark, Porirua Harbour, in line with the north-eastern boundary of Section 99, Porirua District, being a point on the boundary of the County of Makara as described in *Gazette*, 1955, at page 696; thence south-easterly along that county boundary to the eastern corner of Section 32, Horokiwi District, being a point on the boundary of the Belmont Riding hereinbefore described; thence westerly and southerly generally along that riding boundary to the north-eastern boundary of Lot 85 as shown on the plan numbered 9069 deposited as aforesaid, being a point on the boundary of the Borough of Tawa Flat as described in *Gazette*, 1953, at page 1143; thence westerly and southerly generally along that borough boundary to the eastern boundary of Section 119, Ohariu District, being a point on the boundary of the Ohariu Riding hereinbefore described; thence northerly generally along that riding boundary to the mean high-water mark, Cook Strait, being a point on the boundary of the County of Makara described as aforesaid; thence northerly and easterly generally along that county boundary to a point on the mean high-water mark, Porirua Harbour, in line with the north-eastern boundary of Section 99, Porirua District, being the point of commencement.

Certified correct—

R. P. GOUGH, Chief Surveyor.

I hereby certify that the foregoing special order has been duly made.

R. G. WALSH, County Clerk.

Industrial Conciliation and Arbitration Act 1954—Cancellation of Registration of Industrial Union

PURSUANT to section 85 of the Industrial Conciliation and Arbitration Act 1954, it is hereby notified that the registration of the Dunedin and Suburban Pork Butchers' Industrial Union of Employers, Registered No. 1280, situated at Dunedin, is hereby cancelled as from the date of publication of this notice in the *Gazette*.

Dated at Wellington this 2nd day of October 1956.

W. H. CADWALLADER,
Registrar of Industrial Unions, Department of Labour.

Revoking Designation of Portion of State Highway, Revoking Declaration of Portion of Main Highway, Declaring Portion of Public Highway to be Main Highway, and Designating Portion of Main Highway as State Highway

PURSUANT to sections 11 and 12 of the National Roads Act 1953, the National Roads Board, acting with the written approval of the Minister of Works, hereby gives notice as follows:

(1) The portions of main highway described in the First Schedule hereto shall cease to be designated as State highway.

(2) 1. The portions of public highway described in the First Schedule hereto shall cease to be main highway.

2. The Order in Council made on the 2nd day of October 1940* declaring (*inter alia*) the portion of public highway firstly described in the First Schedule hereto to be main highway is hereby consequentially amended by revoking so much of the Second Schedule thereto as relates to the said portion of the highway.

3. The Order in Council made on the 25th day of May 1949† declaring (*inter alia*) the portion of public highway secondly described in the First Schedule hereto to be main highway is hereby consequentially amended by revoking so much of the Third Schedule thereto as relates to the said portion of the highway.

(3) The portions of public highway described in the Second Schedule hereto are hereby declared to be main highway within the meaning and for the purposes of the National Roads Act 1953.

(4) The portions of main highway described in the Second Schedule hereto are hereby designated State highway and shall form part of the Auckland-Hamilton State Highway.

(5) This notice shall come into force on the date of its publication in the *Gazette*.

FIRST SCHEDULE

ROADS COUNCIL DISTRICT No. 2A

ALL that portion of public highway in the Borough of Papakura commencing at the boundary of the said borough opposite the south-western corner of Lot 6, D.P. 42027, and proceeding thence generally in a southerly direction and terminating at a point opposite the south-western corner of Lot 1, D.P. 42041, declared as portion of the Auckland-Hamilton Main Highway in Order in Council dated 2 October 1940.*

All that portion of public highway in the County of Manukau, commencing at a point opposite the south-western corner of Lot 1, D.P. 14587, and proceeding thence generally in a south-easterly and southerly direction, and terminating opposite the south-western corner of Lot 6, D.P. 42027, on the boundary of the Borough of Papakura, declared as portion of the Auckland-Hamilton Main Highway in Order in Council dated 25 May 1949†.

SECOND SCHEDULE

ROADS COUNCIL DISTRICT No. 2A

ALL that portion of public highway in the Borough of Papakura commencing at the northern boundary of Allotment 5, Papakura Village, and proceeding thence generally in a south-easterly direction, and terminating opposite the south-western corner of Lot 1, D.P. 42041, being a distance of 3 chains, more or less; as the same is more particularly delineated on plan P.W.D. 150613 deposited in the office of the National Roads Board at Wellington, and thereon coloured red.

All that portion of public highway in the County of Manukau, commencing near the north-western corner of Lot 2, D.P. 41690, and proceeding thence generally in a south-easterly direction, and terminating at the southern boundary of Allotment 4, Papakura Village, being a distance of 25 chains, more or less; as the same is more particularly delineated on plan P.W.D. 150613 deposited in the office of the National Roads Board at Wellington, and thereon coloured red.

Dated at Wellington this 11th day of October 1956.

Signed on behalf of and by direction of the National Roads Board—

D. M. GROVER, Member.
W. F. YOUNG, Member.

**Gazette*, 10 October 1940, Vol. III, p. 2601

†*Gazette*, 2 June 1949, Vol. II, p. 1294

(N.R. 62/19)

Revocation of Price Order No. 1304 (Asbestos-cement Products)

PURSUANT to the Control of Prices Act 1947, the Price Tribunal hereby revokes Price Order No. 1304* relating to asbestos-cement products.

Dated at Wellington this 11th day of October 1956.

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

[L.S.] H. PEARCE, Presiding Member.
F. F. SIMMONS, Member.

**Gazette*, 1 November 1951, Vol. III, p. 1652