

*Boundaries of City of Invercargill Defined*

PURSUANT to section 26 of the Municipal Corporations Act 1954, the Secretary for Internal Affairs hereby defines as set out in the Schedule hereto the boundaries of the City of Invercargill as constituted by Order in Council made on 8 October 1956 and published in *Gazette*, 11 October 1956, No. 55, page 1386.

## SCHEDULE

## BOUNDARIES OF CITY OF INVERCARGILL

ALL that area of land in the Southland Land District, bounded as follows:

Commencing at a point on the western side of the Kingston Branch Railway where the left bank of the Waihopai River intersects the said railway; thence north-easterly generally along the left bank of the Waihopai River to a point in line with the western boundary of Lot 6 on the plan numbered 4748 deposited in the office of the District Land Registrar at Invercargill; thence southerly by a right line to and along the western boundary of the said Lot 6 to a point 300 links north of Albert Street; thence easterly along a right line parallel to Albert Street to the eastern side of Elles Road North; thence southerly along the eastern side of Elles Road North to a point 300 links north of Layard Street; thence easterly along a right line parallel to Layard Street to the eastern boundary of Lot 1 on the plan numbered 4390 deposited as aforesaid; thence northerly, easterly, and again northerly along the eastern and southern boundaries of the said Lot 1 to the south-eastern corner of part Section 36, Block I, Invercargill Hundred; thence again northerly along the eastern boundary of part Section 36 aforesaid, to the left bank of the Waihopai River; thence south-easterly generally along the left bank of the Waihopai River to its intersection with a line running 300 links east of, and parallel to, Salford Street; thence southerly by the said line to a point 300 links north of Layard Street; thence easterly by a right line parallel to Layard Street to Racecourse Road; thence by a right line across Racecourse Road to the southernmost corner of Section 2, Block II, Invercargill Hundred; thence north-easterly along the south-eastern boundary of the said Section 2 for a distance of 300 links; thence south-easterly along a right line parallel to Racecourse Road to Findlay Road; thence south-westerly along the north-western side of Findlay Road, to and across Racecourse Road, to the north-eastern corner of Lot 1 on plan numbered 4478 deposited as aforesaid; thence south-westerly along the northern boundary of the said Lot 1, the northern boundary of Lot 1 on plan numbered 4955 deposited as aforesaid, and the northern boundary of part Lot 1 on plan numbered 3918 deposited as aforesaid to the north-western corner of the last-mentioned lot; thence south-easterly along the south-western boundary of the part Lot 1 on the said plan 3918 and that boundary produced across Lot 2 on the said plan numbered 3918 to the north-western boundary of Lot 2 on the plan numbered 1759 deposited as aforesaid; thence south-westerly along the north-western boundary of the said Lot 2 to the north-western corner thereof; thence south-easterly along the south-western boundaries of the said Lot 2, and Lot 1 on the plan numbered 3664 deposited as aforesaid, to the Gore-Invercargill State Highway; thence south-westerly along the north-western side of the said State highway to the south-western corner of Lot 1 on plan numbered 5060 and deposited as aforesaid; thence by a right line across the said State highway to the northernmost corner of Lot 10 on plan numbered 3876 deposited as aforesaid; thence south-easterly along the north-eastern boundary of the said Lot 10 to the south-eastern corner thereof; thence south-westerly along the south-eastern boundaries of Lot 10 aforesaid and Lots 9, 8, 7, 6, 5, and 4 on the said plan numbered 3876 to the south-western corner of the last-mentioned lot; thence south-easterly along the south-western boundaries of Lot 1 on plan numbered 3901 deposited as aforesaid, Lot 3 on plan numbered 3809 deposited as aforesaid, across the Main South Railway and a Recreation Reserve, and again south-easterly along the south-western boundaries of Lot 8 on plan numbered 4971 deposited as aforesaid, across Otepunui Avenue and along the south-western boundaries of Lot 5 on the plan numbered 3463 deposited as aforesaid, Lot 5 on plan numbered 4107 deposited as aforesaid, and Lot 1 on plan numbered 3698 deposited as aforesaid to the northern side of Tweed Street East; thence southerly by a right line to the eastern side of Regent Street; thence southerly along the eastern side of Regent Street for a distance of 300 links; thence westerly by a right line parallel to Tweed Street East to the western boundary of Lot 24 on plan numbered 4503 deposited as aforesaid; thence southerly along the western boundary of the said Lot 24, across Dome Street and along the western boundaries of part Section 18 and Section 42, Block I, Invercargill Hundred, and Lot 70 on the plan numbered 4695 deposited as aforesaid, across Centre Street and along the western boundaries of Lots 91 and 113 on the said plan numbered 4695, across Nichol Street and along the western boundaries of Lot 125 on the said plan numbered 4695, Lot 139, on plan numbered 4634 deposited as aforesaid and Lot 138 on the plan numbered 4544 and deposited as aforesaid to the northern boundary of part Section 34, Block XIX, Invercargill Hundred; thence westerly along the northern boundary of the said part Section 34 to the eastern side of Metzger Street; thence southerly along the eastern side of Metzger Street and the eastern boundary of Lot 10 on plan numbered 2394 deposited as aforesaid to the south-eastern corner thereof; thence westerly along the southern boundaries of the said Lot 10 and Lots 9, 8, 7, 6, 5, 4, and 3 on the said plan numbered 2394 to

a point 25.6 links east of the south-western corner of the last-mentioned lot; thence southerly by a right line parallel to the eastern side of Calypso Road to the northern side of Tramway Road; thence easterly along the northern side of Tramway Road to the eastern side of Boundary Road; thence southerly along the eastern side of Boundary Road to the southern side of a public road forming the southern boundary of Invercargill Hundred; thence westerly along the southern side of the said public road to the western side of Ferguson Street; thence north-westerly along the south-western sides of Ferguson Street to the south-eastern side of Chesney Street; thence south-westerly along the south-eastern side of Chesney Street to the south-western side of Bain Street; thence north-westerly along the south-western side of Bain Street to the north-eastern corner of Lot 2 on plan numbered 1537 deposited as aforesaid; thence south-westerly along the north-western boundary of the said Lot 2 and Lot 1 on the said plan numbered 1537, and the north-western boundary of part Section 46, Block XIX, aforesaid, to the north-eastern side of the Invercargill-Bluff State Highway; thence north-westerly generally along the north-eastern side of the said State highway to the southern boundary of Lot 2, Block IV, on plan numbered 59 deposited as aforesaid; thence westerly along the production of the last-mentioned boundary across the said State highway and the Main South Railway to the eastern boundary of part Section 10, Block III Invercargill Hundred; thence north-westerly along the eastern boundary of the said part Section 10 to Stead Street; thence south-westerly along the southern and south-eastern sides of Stead Street the north-eastern corner of part of Section 10, Block III, aforesaid; thence south-westerly, westerly, and northerly generally along the eastern, southern, and western boundaries of the said part of Section 10 to Stead Street; thence south-westerly along the south-eastern side of Stead Street to the north-eastern side of Currans Road; thence north-westerly and northerly across Stead Street and along the north-eastern and eastern sides of Currans Road to Otatara Road; thence north-easterly along the south-eastern side of Otatara Road and the south-eastern boundary of part Section 15 and Section 21, Block XV, Invercargill Hundred, to the westernmost corner of Lot 9 on plan numbered 822 deposited as aforesaid; thence south-easterly and north-easterly along the south-western and south-eastern boundaries of the said Lot 9, and Lots 8, 7, 6, 5, and 4 and part Lots 3, 2, and 1, on the said plan numbered 822, to the south-eastern corner of the last-mentioned lot; thence northerly along the eastern boundary of the said part Lot 1 and the eastern boundary of part Section 13, Block XV aforesaid, to the south-eastern side of the Bay Road Main Highway; thence north-easterly along the south-eastern side of the said main highway to the western boundary of part Section 9, Block XV aforesaid; thence southerly along the western boundaries of part Section 9 and Section 29, Block XV aforesaid, to the south-western corner of the last-mentioned section; thence easterly along the southern boundary of the said Section 29 to a public road forming the western boundary of Section 32, Block XV aforesaid; thence southerly along the western side of the said public road to the south-eastern boundary of the said Section 32; thence north-easterly along the south-eastern boundaries of Section 32 aforesaid, part Section 33 and part Section 117, Block XV aforesaid, and that last-mentioned boundary produced to the Kingston Branch Railway; thence southerly along the western side of the said railway to the point of commencement.

Dated at Wellington this 16th day of April 1957.

A. G. HARPER, Secretary for Internal Affairs.

(I.A. 104/53)

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

PURSUANT to section 86 of the Industrial Conciliation and Arbitration Act 1954, it is hereby notified that the registration of the Invercargill Legal Employees' Industrial Union of Workers, registered No. 1536, situated at Invercargill, will, unless cause to the contrary is shown, be cancelled on the expiration of six weeks from the date of the publication of this notice in the *Gazette*.

Dated at Wellington this 12th day of April 1957.

W. H. CADWALLADER,

Registrar of Industrial Unions, Department of Labour.

*Classification of Roads in Matamata County*

PURSUANT to regulation 3 (11) of the Heavy Motor Vehicle Regulations 1955, the Commissioner of Transport hereby revokes that Warrant dated the 1st day of June 1950,\* in so far as it applies to the road described in the Schedule hereto, and hereby approves the Matamata County Council's proposed variation in the classification of the said road as set out in the Schedule hereto.

## SCHEDULE

## MATAMATA COUNTY

*Road Classified in Class Two*

## MAIN HIGHWAY

PUTARURU-TAPAPA Main Highway No. 488.

Dated at Wellington this 15th day of April 1957.

H. B. SMITH, Commissioner of Transport.

\**Gazette*, 1 June 1950, Vol. II, p. 733  
(TT. 10/9)