

southern side of the State highway traffic bridge over the Ashburton River; thence south-westerly along a line parallel to the southern side of that bridge to the right bank of the Ashburton River; thence south-easterly along that bank to its intersection with a line parallel to and distant 2½ chains from the south-eastern side of Grove Street; thence south-westerly along the said right line and its production to the middle of Hassal Street; thence northerly along the middle of that street to a point in line with the south-western boundary of Reserve 1422; thence north-westerly to and along that boundary and its production across the South Island Main Trunk Railway to the north-western side of Melcombe Street; thence north-easterly along the north-western side of that street to the easternmost corner of Section 1, Reserve 350; thence northerly along a right line being the shortest distance across Maronan Road to the southern boundary of part Reserve 2378; thence westerly along that boundary to the eastern boundary of other part Reserve 2378 (Tinwald Domain, *Gazette*, 1951, page 980); thence northerly along that boundary and its production to the northern side of the Mount Somers Branch Railway; thence easterly along the northern side of that railway to the western boundary of Lot 2, D.P. 18524; thence northerly along that boundary and the western boundaries of Lots 4 to 19 and 22, D.P. 18524, and the production of the last-mentioned boundary across Lagmhor Road to the southern boundary of part Reserve 2378 being part of Tinwald Domain aforesaid; thence easterly and north-easterly along the southern and south-eastern boundaries of that part reserve to the south-western boundary of Lot 5, D.P. 19554; thence north-westerly along that boundary and the south-western boundary of Lot 11, D.P. 1494, and its production to the middle of Tarbottons Road; thence north-easterly along the middle of that road to the middle of Buckley's Terrace; thence south-easterly along the middle of that terrace to a point in line with the north-western boundary of Rural Section 23096; thence north-easterly to and along that boundary and its production to the right bank of the Ashburton River; thence south-easterly along the right bank of that river to a point 1 chain north-west of the north-western side of the State highway traffic bridge; thence north-easterly along a line parallel to the north-western side of that bridge to the left bank of the Ashburton River; thence northerly generally along the left bank of that river, across the South Island Main Trunk Railway, to and along the south-eastern and eastern boundaries of Reserve 4605, the south-western boundaries of Lots 1, 2, 3, and 4, D.P. 2774, to and along the southern and western boundaries of Rural Section 23417 and the western boundaries of Rural Sections 19311 and 20864 to the southernmost corner of Lot 42, D.P. 888; thence north-easterly along the south-eastern boundaries of Lots 42 and 41, D.P. 888, the north-eastern boundary of Rural Section 20864, the north-western boundaries of Lots 21, 20, 19, and 3, D.P. 864 to the south-western side of Alford Forest Road; thence north-westerly along that roadside to a point in line with the south-eastern side of Farm Road; thence north-easterly to and along that roadside to its intersection with the south-western side of Harrison Street; thence northerly along a right line to the intersection of the middle lines of Harrison Street and Farm Road; thence north-easterly along the middle of Farm Road and south-easterly along the middle of Middle Road to a point in line with the south-eastern side of Allens Road; thence north-easterly to and along that roadside to the middle of Wakanui Stream; thence south-easterly along the middle of that stream to a point in line with the south-eastern boundary of Lot 155, D.P. 236; thence north-easterly to and along that boundary to the south-western side of Racecourse Road; thence south-easterly along that roadside to the point of commencement.

#### BOUNDARIES OF COUNTY OF ASHBURTON

All that area in the Canterbury Land District bounded by a line commencing at Whitcombe Pass on the summit of the Southern Alps; thence south-easterly generally to and along the middle of Louper Stream and the middle of the Rakaia River to the sea; thence south-westerly to and along the mean high-water mark of the sea to the middle of the Rangitata River; thence north-westerly generally along the middle of the Rangitata River to and south-westerly generally along the middle of Forest Stream to its source on the Two Thumb Range; thence northerly generally along the summit of that range to Mount McClure on the Southern Alps aforesaid; thence north-easterly along the summit of the Southern Alps to the point of commencement, excluding therefrom the Borough of Ashburton hereinbefore described.

#### BOUNDARIES OF WAKANUI RIDING

All that area in the Canterbury Land District, County of Ashburton, bounded by a line commencing at the intersection of the middle lines of Dromore-Hatfield Road and Mitcham-Chertsey Road, Block III, Ashburton Survey District, and proceeding south-easterly generally along the middle lines of Mitcham-Chertsey Road, Main South Road, and Boundary Road and the production of the last-mentioned middle line to the mean high-water mark of the sea; thence south-westerly along the mean high-water mark of the sea to the middle of the Ashburton River; thence north-westerly up the middle of that river to a point in line with the south-eastern side of Trevors Road, the said roadside being the south-eastern boundary of the Borough of Ashburton hereinbefore described; thence north-easterly

generally to and along the boundary of the said borough to the middle of the Main South Road; thence north-easterly along the middle lines of that road and Dromore-Hatfield Road to the point of commencement.

#### BOUNDARIES OF UPPER ASHBURTON RIDING

All that area in the Canterbury Land District, County of Ashburton, bounded by a line commencing at the intersection of the middle line of the Main South Road and Dromore-Methven Road, Block VI, Ashburton Survey District, and proceeding south-westerly along the middle of the Main South Road to the boundary of the Borough of Ashburton hereinbefore described; thence generally north-westerly, southerly, and south-westerly along that said borough boundary to a point on the centre line of the South Island Main Trunk Railway, the said point being in line with the south-western boundary of Reserve 1422; thence south-westerly along the centre line of the said railway to the middle of the Hinds River; thence north-westerly up the middle of that river to a point in line with the south-eastern boundary of Rural Section 31100; thence north-easterly to and along that boundary, the crossing of Barford Road to and along the middle of Tanks Road, the crossing of Valetta-Westerfield Road, to and along the north-western boundaries of Rural Sections 21336, 34631, 8860, 26412, 34026, 36011, and the production of the last-mentioned boundary to the middle of the south branch of the Ashburton River; thence north-westerly along the middle of that river and Taylors Stream to a point in line with a road forming the south-eastern boundary of Rural Section 34145; thence north-easterly generally to and along the middle of that road, Alford Forest Cemetery Road, Earleys Road, and across Forks Road to and along the north-western boundary of Lot 4, D.P. 6237L and the production of the last-mentioned boundary to the middle of the north branch of the Ashburton River; thence south-easterly down the middle of that river to a point in line with the north-western boundary of Rural Section 13973, Block III, Westerfield Survey District; thence north-westerly to and along that boundary and the north-western boundary of Rural Section 37937 and its production to the middle of Ashburton River Road; thence south-easterly along the middle of that road and Methven-Ashburton Road to a point in line with the south-eastern boundary of Rural Section 14992; thence north-easterly to and along the south-eastern boundaries of Rural Sections 14992, 13999, 17535, 14000, 17537, 14001, 14994, 19972, 25911, the southern and eastern boundaries of Rural Section 7967, the south-eastern boundary of Rural Section 19532, to and along the middle of Lyndhurst Road to a point in line with the north-eastern boundary of Rural Section 34169; thence south-easterly along the north-eastern boundaries of Rural Sections 34169, 30966, and 34170 and its production to the middle of Thompsons Track; thence westerly and south-westerly along the middle of Thompsons Track and Braemar-Lauriston Road to a point in line with the south-western boundary of Rural Section 37621; thence south-westerly to and along that boundary to the north-western boundary of Rural Section 37625; thence south-westerly and south-easterly along the north-western and south-western boundaries of that section and the production of the last-mentioned boundary to the middle of Lauriston Road; thence south-westerly and south-easterly along the middle lines of that road and Dromore-Methven Road to a point in line with the south-eastern boundary of Rural Section 37628; thence north-easterly, south-easterly, and north-easterly to and along the south-eastern boundary of Rural Section 37628, the south-western boundaries of Rural Sections 37626 and 37627, and the south-eastern boundary of the said Section 37627 to the south-western boundary of Rural Section 27849; thence south-easterly along that boundary and its production to the middle of Mitcham Road; thence south-westerly and south-easterly along the middle lines of Mitcham Road and Dromore-Methven Road to the point of commencement.

Dated at Wellington this 17th day of March 1960.

J. V. MEECH, Secretary for Internal Affairs.

(I.A. 103/5/187)

#### National Roads Act 1953: Subsidised Works

PURSUANT to section 2 of the National Roads Act 1953, as amended by section 2 of the National Roads Amendment Act 1959, the following types of works and expenditure comprised in or incidental to the construction or maintenance of roads have been declared to be subsidised works by resolution of the National Roads Board:

1. Construction and maintenance of carriageways, including the acquisition of land and the initial fencing thereof.
2. Construction and maintenance of bridges, culverts, ferries, fords, and other structures forming or intended to form part of the road.
3. Construction and maintenance of such storm-water drainage and retaining structures as are necessary for the operation, protection, or support of a road.
4. Construction and maintenance of kerbing and channelling in respect of roads in built-up areas.
5. Construction and sealing of State highways to a width in excess of the standard adopted by the Board for traffic lanes and extra strengthening of bus stops on State highways.