

Plants Declared Noxious Weeds in Borough of Mount Maunganui (Notice No. Ag. 6921)

PURSUANT to section 3 of the Noxious Weeds Act 1950, the Director-General of Agriculture, acting under a delegation from the Minister of Agriculture for the purposes of the said section, hereby publishes the following special order made by the Mount Maunganui Borough Council on the 15th day of December 1959.

SPECIAL ORDER

In exercise of the powers conferred upon it by section 3 of the Noxious Weeds Act 1950, section 77 of the Municipal Corporations Act 1954, and of every other authority in that behalf enabling it, the Mount Maunganui Borough Council hereby resolves by way of special order to declare all of the plants listed in the Schedule hereto to be noxious weeds within the district of the Borough of Mount Maunganui.

SCHEDULE

PLANTS DECLARED NOXIOUS WEEDS

Bathurst bur (*Xanthium spinosum*).
Blackberry (*Rubus fruticosus* and *Rubus laciniatus*).
Boxthorn (*Lycium ferocissimum* syn. *Lycium horridum*).
Cape tulip (*Homeria collina*).
Gorse (*Ulex*, any species).
Hemlock (*Conium maculatum*).
Nassella tussock (*Nassella trichotoma*).
Ragwort (*Senecio jacobaea*).
Saffron thistle (*Carthamus lanatus*).
Sweetbrier (*Rosa eglanteria* syn. *Rosa rubiginosa*).
Thorn apple or jimson weed (*Datura stramonium*).
Water hyacinth (*Eichhornia crassipes*).

Dated at Wellington this 29th day of January 1960.

P. W. SMALLFIELD, Director-General of Agriculture.

This notice is in substitution for notice No. Ag. 6895, published in the *Gazette* on 14 January 1960 at page 23, which is hereby cancelled.

Returns of Insurance Premiums Required from Persons, etc., Insuring Property Against Fire Otherwise Than With an Insurance Company Carrying on Business in New Zealand

THE attention of all persons, firms, companies, and associations being owners of property in respect of which premiums are paid to an insurance company not carrying on business in New Zealand is drawn to section 52 of the Fire Services Act 1949 (as amended by the Fire Services Amendment Acts 1953 and 1956), and furthermore the attention of all persons, firms, companies, and associations in possession of funds for insurance purposes, is drawn to section 52 (2) of the Act, which is quoted as follows:

"For the purpose of this section, where an owner of any property within a united urban fire district, urban fire district, or secondary urban fire district makes a payment in respect of that property to any fund established for insurance purposes either within or beyond New Zealand, the person in possession of the fund shall be deemed to be an insurance company and every amount paid to the fund shall be deemed to be a premium."

By notice in the *Gazette*, dated 21 January 1960, the Minister of Internal Affairs has fixed 29 February 1960 as the date by which returns showing the total gross amount of premiums received by or due to fire-insurance companies during the year ended 31 December 1959 shall be transmitted to the Fire Service Council.

Returns, accompanied by a statutory declaration, must be lodged forthwith, and should be addressed to the Secretary, Fire Service Council, G.P.O. Box 2133, Wellington.

H. R. BROWN,
Secretary, Fire Service Council.

Boundaries of County of Ellesmere and Irwell, Leeston Town, Leeston, Southbridge Town and Southbridge Ridings of County of Ellesmere Defined

PURSUANT to section 18 of the Counties Act 1956, the Secretary for Internal Affairs hereby defines, as set out in the Schedule hereto, the boundaries of the County of Ellesmere and the Irwell, Leeston Town, Leeston, Southbridge Town, and Southbridge Ridings of the County of Ellesmere, the previous boundaries having been altered by Order in Council made on the 16th day of September 1959 and published in *Gazette*, 17 September 1959, No. 56, page 1299.

SCHEDULE

BOUNDARIES OF COUNTY OF ELLESMERE

All that area in the Canterbury Land District bounded by a line commencing at the intersection of the middle lines of the South Island Main Trunk Railway and the Selwyn River in Block V, Leeston Survey District, and proceeding south-easterly generally down the middle of that river to its mouth

in Lake Ellesmere; thence south-easterly generally along the north-eastern shore of that lake to the middle of the mouth of the Halsewell River; thence south-westerly along a right line to the original outlet of Lake Ellesmere on the sea coast east of Maori Reserve 878; thence south-westerly along the sea coast to the middle of the mouth of the Rakaia River; thence north-westerly up the middle of that river to its intersection with the middle of the Old South Road between Reserves 1723 and 1922; thence north-easterly along the middle of that road and of the South Island Main Trunk Railway to the point of commencement.

BOUNDARIES OF IRWELL RIDING

All that area in the County of Ellesmere, Canterbury Land District, bounded by a line commencing at the intersection of the middle lines of the South Island Main Trunk Railway and the Selwyn River in Block V, Leeston Survey District, and proceeding south-easterly generally down the middle of that river to its mouth in Lake Ellesmere; thence south-westerly generally along the shore of that lake to a point in line with the middle of Hanmer Road; thence north-westerly generally to and along the middle of that road, Boundary Creek Road, Buckleys Road, Rakaia and Irwell Road to the middle of Tramway Road (Reserve 303) in Block XVI, Selwyn Survey District; thence north-westerly generally along the middle of the last-mentioned road to its intersection with the middle of the South Island Main Trunk Railway; thence north-easterly along the middle of that railway to the point of commencement.

BOUNDARIES OF LEESTON TOWN RIDING

All that area in the County of Ellesmere, Canterbury Land District, bounded by a line commencing at a point on the northern side of the Leeston-Dunsandel Main Highway 697 in line with the western boundary of Lot 1, D.P. 11225 in Block XIV, Leeston Survey District, and proceeding easterly generally along the northern side of that highway and Pound Street to the south-western boundary of Lot 2, D.P. 6655; thence north-westerly along that boundary and the south-western boundaries of Reserve 4077, part Reserve 297 and Lot 3, D.P. 6655, to the westernmost corner of that lot; thence north-easterly along the north-western boundary of Lot 3, D.P. 6655, and its production to the north-eastern side of Manse Street; thence north-westerly along that roadside a distance of 100 links; thence north-easterly along a right line at right angles to Manse Street to a point in line with the south-western boundary of Reserve 304; thence south-easterly to and along that boundary and its production to the south-eastern side of the Southbridge Branch Railway; thence south-westerly along the south-eastern side of that railway and its production across the Leeston-Christchurch Road (M.H. 114) and again along the south-eastern side of that railway to the westernmost corner of Lot 2, D.P. 6603; thence south-easterly along the south-western boundary of that lot a distance of 710 links; thence south-westerly along a right line to the northernmost corner of Lot 14, D.P. 20735; thence south-easterly along the north-eastern boundaries of Lot 14, D.P. 20735, and Lot 4, D.P. 1862, to the easternmost corner of Lot 4, D.P. 1862; thence south-westerly along the south-eastern boundary of that lot and its production to a line parallel to and distant 1250 links south-westward of the south-western side of Lake Road; thence north-westerly along that line to the south-eastern side of the Drain Reserve adjoining the south-eastern boundaries of Lots 1 and 2, D.P. 9510; thence south-westerly along the south-eastern side of that Drain Reserve and the south-eastern boundary of Paddock 6, D.P. 101, to a point distant 500 links from the easternmost corner of that paddock; thence north-westerly along a line parallel to the north-eastern boundaries of Paddocks 6, 3, and 1, D.P. 101, to the south-eastern side of Feredays Road; thence along a right line across that road to the southernmost corner of Section 4 Leeston Settlement; thence northerly along the western boundary of that section for a distance of 600 links; thence north-easterly along a line parallel to the north-eastern side of Feredays Road to the western boundary of the part Rural Section 5482/5483 comprised in C.T. 426/292; thence northerly and easterly along the western and northern boundaries of that part rural section to the western boundary of Lot 1, D.P. 11225; thence northerly along the western boundary of that lot and its production to the point of commencement.

BOUNDARIES OF LEESTON RIDING

All that area in the County of Ellesmere, Canterbury Land District, commencing at the intersection of the middle lines of Tramway Road (Reserve 303) and Rakaia and Irwell Road in Block XVI, Selwyn Survey District, and proceeding south-easterly generally along the generally south-western boundary of the Irwell Riding hereinbefore described to the north-western shore of Lake Ellesmere; thence south-easterly generally along the north-western and northern shores of that lake to the middle of the mouth of the Halswell River; thence south-westerly along a right line to the original outlet of Lake Ellesmere on the sea coast east of Section 22, Maori Reserve 878; thence south-westerly along the sea coast to the south-eastern corner of Section 22, Maori Reserve 878; thence northerly generally along the eastern boundary of that section, the abutment of the road intersecting that section, the generally north-eastern boundary of that section and the western shore of Lake Ellesmere to a point in line with the northern boundary of rural Section 9189; thence westerly to and along that boundary and its production to the middle of Lower Lake Road; thence westerly generally along the