

Declaring Land Reserved for Railway Purposes at Orepuki and Not Now Required for That Purpose to be Crown Land

PURSUANT to section 35 of the Public Works Act 1928, the Minister of Railways hereby declares the land described in the Schedule hereto to be Crown land, subject to the Land Act 1948, as from the 26th day of March 1973.

SCHEDULE

SOUTHLAND LAND DISTRICT—WALLACE COUNTY

ALL that piece of land described as follows:

A. R. P. Railway land being
0 2 0 Sections 6 and 7, Block II, Town of Hirstfield,
(2023 m²) being part of the land comprised and described
in *Gazette*, 1916, p. 31.

Situated in Block II, Longwood Survey District.

Dated at Wellington this 13th day of March 1973.

T. M. McGUIGAN, Minister of Railways.

(N.Z.R. L.O. 7402/10)

Declaring Land Taken for a Government Work (Railway Housing Purposes) at Ranfurly and Not Now Required for That Purpose to be Crown Land

PURSUANT to section 35 of the Public Works Act 1928, the Minister of Railways hereby declares the land described in the Schedule hereto to be Crown land, subject to the Land Act 1948, as from the 26th day of March 1973.

SCHEDULE

OTAGO LAND DISTRICT—MANIOTOTO COUNTY

BOTH those pieces of land described as follows:

A. R. P. Railway land being
0 1 0 (1011 m²) Section 9, Block V, Town of Ranfurly.
0 1 0 (1011 m²) Section 11, Block V, Town of Ranfurly.
Being the balance of the land comprised and described
in C.T. No. 3B/1082.

Dated at Wellington this 14th day of March 1973.

T. M. McGUIGAN, Minister of Railways.

(N.Z.R. L.O. 17608/183.B)

Declaring Land Held for Railway Purposes at Dunedin and Not Now Required for That Purpose to be Crown Land

PURSUANT to section 35 of the Public Works Act 1928, the Minister of Railways hereby declares the land described in the Schedule hereto to be Crown land, subject to the Land Act 1948, as from the 26th day of March 1973.

SCHEDULE

OTAGO LAND DISTRICT—DUNEDIN CITY

ALL those pieces of land described as follows:

A. R. P. Railway land being
0 0 28.9 (731 m²) Lot 23, D.P. 10064.
0 0 25.3 (639 m²) Lot 195, D.P. 10065.
0 0 26.2 (662 m²) Lot 196, D.P. 10065.
0 0 26.4 (667 m²) Lot 197, D.P. 10065.
0 0 26.2 (662 m²) Lot 206, D.P. 10640.
0 0 27.9 (705 m²) Lot 207, D.P. 10640.
0 0 27.8 (703 m²) Lot 210, D.P. 10640.

Being parts of the land comprised and described in *Gazette*, 1964, p. 2046, No. 279725.

Dated at Wellington this 16th day of March 1973.

T. M. McGUIGAN, Minister of Railways.

(N.Z.R. L.O. 21805/84)

Price Order No. 2214 (Wire Products Manufactured by G.K.N. (New Zealand) Ltd.)

PURSUANT to the Control of Prices Act 1947, the Price Tribunal hereby makes the following price order:

PRELIMINARY

1. This order may be cited as Price Order No. 2214 and shall come into force on the 23rd day of March 1973.
2. (1) Price Order No. 2205* is hereby revoked.
(2) The revocation of the said order shall not affect the liability of any person for any offence in relation thereto committed before the coming into force of this order.
3. In this order the expression "f.o.r." means "free on rail".

APPLICATION OF THIS ORDER

4. This order applies with respect to the wire products manufactured by G.K.N. (New Zealand) Ltd. of the several kinds specified in the First Schedule hereto.

FIXING MAXIMUM PRICES OF WIRE PRODUCTS TO WHICH THIS ORDER APPLIES

Manufacturer's Prices

5. (1) Subject to the following provisions of this clause the maximum factory selling price that may be charged or received by G.K.N. (New Zealand) Ltd. for any wire products to which this order applies shall be the appropriate price fixed in the First Schedule hereto:

Provided that where the quantity of wire of one kind or more than one kind ordered by the buyer for delivery to any one destination outside the Auckland metropolitan area is less than 10 tons, the prices specified in the First Schedule may be increased by an amount not exceeding the difference between any rail rate per ton that would have been incurred by G.K.N. (New Zealand) Ltd. in delivering in lots of 10 tons or more and the rail rate per ton that would be incurred in delivering the lesser quantity from Otahuhu to the freight paid point nearest to the destination to which the wire is to be delivered;

And provided further that any such price may be increased where applicable by the appropriate extra charges referred to in the Second Schedule hereto.

- (2) The maximum prices as aforesaid are fixed for deliveries as follows:

- (a) f.o.r. Whangarei, Hamilton, Rotorua, Tauranga, Gisborne, Napier, Hastings, Palmerston North, New Plymouth, Wanganui, Masterton, Lower Hutt, Porirua, Wellington, Blenheim, Christchurch, Invercargill.
- (b) Landed on wharf at Lyttelton, Timaru, Oamaru, Nelson, Greymouth, Dunedin, and Bluff.
- (c) Sales not served by the freight paid points mentioned in (a) and (b) to be on the basis of f.o.r. Otahuhu or f.o.r. nearest freight paid point at buyers option except that in the Auckland metropolitan area sales may, at the buyer's option, be ex works Otahuhu or on the basis of delivered to store at the company's approved basic prices plus an addition of \$1.80 per ton thereto.
- (d) The Auckland metropolitan area is defined as follows:
The cities of Auckland and Takapuna, the Boroughs of Henderson, New Lynn, Mount Albert, Mount Eden, Mount Roskill, Onehunga, Newmarket, One Tree Hill, Ellerslie, Mount Wellington, Otahuhu, Papatoetoe, and Papakura, the commercial centre of Pakuranga and all commercial areas along or adjacent to the Great South Road between Otahuhu and Papakura not otherwise included.

6. Notwithstanding anything in the foregoing provisions of this order and subject to such conditions, if any, as it thinks fit the Tribunal may authorise special prices in respect of any wire to which this order applies where special circumstances exist.