

north-eastern boundary of Section 21, Block VI, aforesaid, to its easternmost point; thence south-westerly along a right line to Trig. H (Chimney); thence southerly generally along the watershed, passing through Trig. G., Mouseback, Bleak Hill, Mount Alfred, and Table Ridge to Trig. EE in Block XIV, Mokoreta Survey District; thence due south to the southern boundary of Section 12, Block XIV, aforesaid; thence south-easterly generally along the generally north-eastern side of a public road to a point in line with the eastern boundary of Section 5, Block XIV, aforesaid; thence southerly to and along that boundary to the northern boundary of the Waikawa Survey District; thence easterly and southerly along the northern and eastern boundaries of the Waikawa Survey District to the northern side of No. 92 State Highway; thence easterly generally along that roadside to the middle of Longbeach Creek; thence south-easterly generally down the middle of that creek to the sea coast; thence westerly and north-westerly generally along the sea coast, crossing the mouths of all harbours and inlets, to the point of commencement, excluding therefrom the City of Invercargill as hereinbefore described, the Boroughs of Bluff as described in *New Zealand Gazette*, 1964, p. 97, Winton as described in *New Zealand Gazette*, 1968, p. 383, Gore as described in *New Zealand Gazette*, 1964, p. 972, and Matura as described in *New Zealand Gazette*, 1926, p. 393, and the Town District of Wyndham as described in *New Zealand Gazette*, 1882, p. 1137.

BOUNDARIES OF THE AWARUA RIDING OF THE COUNTY OF  
SOUTHLAND

ALL that area in the Southland Land District, Southland County, bounded by a line commencing at a point in the middle of No. 6 State Highway in line with the southern boundary of Lot 4, D.P. 2323, in Block IV, Invercargill Hundred, and proceeding northerly along the middle of that highway to a point in line with the middle of Counsell Road; thence easterly to and along the middle of that road to the middle of the public road forming the eastern boundaries of part Lot 1, D.P. 2920, and Lot 1, D.P. 4087; thence northerly along the middle of that road to the middle of the Makarewa River; thence north-easterly up the middle of the Makarewa River to the middle of No. 96 State Highway in Block I, Forest Hill Hundred; thence north-easterly generally along the middle of that highway to a point in line with the eastern side of Hedgehope Hall Road; thence northerly to and along the eastern side of that road to the south-western corner of Section 442B, Block V, Forest Hill Hundred; thence due north for a distance of 85 chains; thence due east for a distance of 85 chains; thence due north for a distance of 200 chains; thence north-easterly along a right line to a point on the western boundary of Waimumu Hundred, 270 chains north of its south-western corner; thence southerly along the western boundary of Waimumu Hundred to its south-western corner; thence easterly along the southern boundary of Waimumu Hundred to a point in line with the western boundary of Section 60, Block II, Lindhurst Hundred; thence southerly to and along that boundary to the southern boundary of that section; thence easterly along the southern boundaries of Sections 60 and 59, Block II, aforesaid, to the western boundary of part Lot 24, D.P. 176A; thence southerly along that boundary and its production to the middle of No. 96 State Highway; thence easterly generally along the middle of that highway and its production to a point in line with the middle of a closed road (now Section 62, Block IV, Lindhurst Hundred); thence north-easterly to and along the middle of that closed road and its production to the left bank of the Waimumu Stream; thence easterly generally along that bank and its production to the middle of the Matura River; thence southerly generally down the middle of the Matura River to the middle of Edendale-Wyndham Road; thence north-westerly along the middle of that road to a point in line with the eastern boundary of Section 82E, Edendale Settlement, in Block III, Matura Hundred; thence northerly to and along the eastern boundaries of Sections 82E, 81E, 80E, 79E, 78E, 77E, 167E, 75E, 74E, 73E, and 72E, Edendale Settlement, to the southern side of Crescent Road; thence westerly along that roadside and its production to the north-eastern corner of part Lot 7, D.P. 1273; thence westerly and southerly along the northern and western boundaries of that lot and southerly along the western boundaries of Lots 6, 5, and part 4, D.P. 1273, and the last-mentioned boundary produced to a point in line with the northern boundary of Lot 5, D.P. 4049; thence easterly along a right line to the north-western corner of that lot; thence southerly along the eastern boundaries of Section 17, Block II, Matura Hundred, and the land shown on D.P. 2106 to its south-eastern corner; thence westerly along the southern boundary of that land and the northern boundaries of part

Lot 8 and Lots 9, 10, and part 11, D.P. 1273, and the last-mentioned boundary produced to and along the northern boundaries of Lots 12, 13, and 14, D.P. 1273, to the north-western corner of Lot 14, aforesaid; thence southerly and south-westerly along the western and north-western boundaries of Lots 14 and 15, D.P. 1273, and the last-mentioned boundary produced to and westerly generally along the middle of No. 1 State Highway to a point in line with the middle of Scenic Reserve Road; thence southerly generally along the middle of that road and its production to and westerly along the southern side of the main south Railway to the western boundary of Lot 2, D.P. 2081; thence southerly along that boundary to a point in line with the middle of Morton Mains Kamahi Road; thence south-westerly along the middle of that road, the middle of Woodlands Morton Mains Road, the middle of Flemington Road, and the middle of No. 1 State Highway to a point in line with the middle of Kennington Road; thence southerly and south-westerly to and along the middle of Kennington Road and its production to and along the middle of No. 1 State Highway to a point in line with the north-eastern boundary of part Lot 4, D.R.P. 153; thence north-westerly along a right line to the easternmost corner of that Lot; thence north-westerly generally, along the north-eastern boundary of the City of Invercargill as hereinbefore described, to the point of commencement.

Dated at Wellington this 12th day of February 1974.

P. J. BROOKS, for Secretary for Local Government.

(I.A. 103/5/268, 103/5/277)

Price Order No. 2259 (*Raw Tobacco Leaf*)

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

1. (a) This order may be cited as Price Order No. 2259 and shall come into force on the 22nd day of February 1974.  
(b) Price Order No. 2206\* is hereby revoked.

2. In this order—

“Flue-cured leaf” means leaf that has been treated in the kiln for at least 3 successive days immediately after picking for the purpose of yellowing, fixing colour, drying, and drying mid-ribs:

“Air-dried leaf” means leaf other than flue-cured leaf:

“Raw tobacco” means unmanufactured tobacco and includes the leaves and stems of the tobacco plant before they have passed through any process of manufacture other than curing:

“Sale” includes a contract for sale, agreement to sell, and offer for sale; “purchase” includes a contract for purchase, agreement to purchase, and offer to purchase; and “sale” and “purchase” include barter and exchange.

APPLICATION OF THIS ORDER

3. This order applies with respect to all raw tobacco leaf grown in New Zealand during the 1972-73 season: Provided that the Tribunal may, in any case where it considers it proper to do so and subject to such conditions (if any) as it thinks fit, exempt any such tobacco from the operation of this order.

FIXING AVERAGE PRICES OF RAW TOBACCO LEAF TO WHICH THIS ORDER APPLIES

4. (1) The average price to be paid by any tobacco manufacturer for raw tobacco leaf to which this order applies shall be not less than—

- (a) For flue-cured leaf—(i) hanked: 88.5c per pound  
(ii) loose: 75.5c per pound  
(b) For air-dried leaf—(i) hanked: 84.5c per pound  
(ii) loose: 81.5c per pound

(2) For the purpose of this clause the weight of any raw tobacco leaf shall be deemed to be its weight at the time and place of delivery by the grower to the manufacturer or to his agent in the district in which it is grown: Provided that the manufacturer may reject leaf in accordance with the provisions of the agreement between the grower and the manufacturer which relate to the moisture content of tobacco leaf at the time of its delivery to the manufacturer.

5. No raw tobacco shall be sold by the grower thereof or purchased from him at less than 20c per pound free on board ship Motueka or Nelson in the case of tobacco grown in the Nelson Provincial District, and in the case of tobacco grown in any other district at less than 20c per pound free on board ship or free on rail at the port or railway station which is nearest to the place at which such tobacco is grown.