

North Island main trunk railway to a point in line with the south-eastern boundary of Section 6, Block I, Ohinewairua Survey District; thence north-easterly to and along that boundary, the eastern boundary of the said Section 6, a right line across Waipuna Road, the western boundary of Section 5, Block XV, Moawhango Survey District, the southern and western boundaries of Rangipo Waiu B4 and the southern boundaries of Subdivisions 2 and 3 of Run 3 and the production of the last-mentioned boundary to the middle of the Moawhango River; thence up the middle of that river to a right line between Trig. Station 28 (Manukaiaapu) in Block XVI, Kaimanawa Survey District, and Trig. Station 27 (Motumatai) in Block XV, Mangamaire Survey District; thence easterly along that right line to Trig. Station 27 and along right lines to Trig. Station 26 (Tauwhekewhango) and in the direction of Trig. Station 65A to the middle of the Ngaruroro River; thence down the middle of that river and up the middle of the Taruarau River to a point in line with the south-western boundary of Block 78, Maraekakaho Crown Grant District; thence south-westerly along a right line to Trig. Station Y in Block XII, Pukeohaku Survey District; thence generally southerly along the summit of the Ruahine Range to Trig. Station 60A (Wharite) in Block VII, Gorge Survey District; thence generally westerly along the south-western boundary of Section 5, Block XV, Pohangina Survey District, the south-eastern boundary of Section 52, Block II, Gorge Survey District, the eastern, northern, and western boundaries of Section 2, Block II, Gorge Survey District, the production of the last-mentioned boundary to the middle of Wharite Road, and along the middle of that road to a point in line with the south-eastern boundary of Lot 2, D.P. 239; thence south-westerly to and along that boundary (including the crossings of Saddle Road), the south-eastern boundaries of Lot 2, D.P. 27494, and Lot 1, D.P. 239, a right line across the Manawatu River to the easternmost corner of Lot 49, D.P. 185, a right line across State Highway No. 3 to and along the south-eastern boundary of Lot 50, D.P. 185, and the north-eastern and south-eastern boundaries of Section 166, Town of Fitzherbert, to the north-eastern boundary of Lot 1, D.P. 2676; thence again south-westerly along a right line to and along the south-eastern boundaries of Lot 10 and 11, D.P. 2676, a right line across Centre Road to and along the south-eastern boundaries of Lots 18, 19, and 20, D.P. 2676, a right line across Back Road to and along the south-eastern boundary of Lot 21, D.P. 2676, to its southernmost corner, a right line to and along the south-eastern boundary of Lot 13, D.P. 4945, and along the abutment of a road to its middle line; thence north-westerly along the middle of that road forming the south-western boundaries of Lot 13, D.P. 4945, and Lot 9, D.P. 2676, and its production to a point in line with the southern boundary of Section 451, Town of Palmerston North; thence generally westerly to and along that boundary, the south-eastern boundaries of Lot 2, D.P. 33257, a right line across Te Matai Road to and along the north-western boundary of Lot 3, D.P. 22182, the south-western boundary of Section 449, Town of Palmerston North, a right line across State Highway No. 3 to and along the north-eastern boundaries of Lot A, D.P. 210 (including the crossing of the Wellington-Napier Railway), a right line across Hendersons Line to and along the south-western side of Hazlehurst Line and its production to the middle of Kelvin Grove Road and along the middle of that road to the middle of Stony Creek Road; thence north-westerly along the middle of the original alignment of that road and its production to the eastern side of the North Island main trunk railway and along that side and the north-eastern side of that railway to the Oroua River and along a right line to a point in the middle of the Oroua River in line with the production of the north-eastern side of the railway aforesaid on the right bank of the said river; thence along the production aforesaid to the right bank of the Oroua River and along that bank to the south-western side of the North Island main trunk railway; thence north-westerly along that side to a point in line with the southern side of South Street; thence westerly along that side to the eastern boundary of Lot 3, D.P. 20039; thence generally southerly along the eastern and southern boundaries of Lot 3, D.P. 20039, the left bank of the Makino Stream, the northern boundary of Lot 7, D.P. 1691, the south-eastern boundary of Lot 1, D.P. 4022, and a right line across Rata Street to and along the south-eastern boundary of Lot 2, D.P. 4022, to the northern boundary of Lot 2, D.P. 912; thence westerly along that boundary, south-westerly along the south-eastern side of Feilding-Awahuri Road to a point in line with the southern boundary of Lot 12, D.P. 19521, and westerly to and along that boundary and the southern boundary of Lot 1, D.P. 15654, to the south-western corner of that lot; thence generally northerly along the western boundary of Lot 1, D.P. 15654, the southern boundaries of Lot 11, D.P. 1351, and Lot 50, D.P. 2366, the eastern side of Osborne Terrace, the southern side of Haggitt Street, the eastern side of Windsor Terrace, the southern side of Glasgow Terrace to the north-western corner of Lot 7, D.P. 2366, a right line across Glasgow Terrace to and along the western and northern

boundaries of Lot 3, D.P. 42321, the northern boundaries of Lots 2, 3, 4, and 5, D.P. 2366, the western boundaries of Lot 4, D.P. 2289, Lot 2, D.P. 5081, and Lots 3 and 1, D.P. 1672, the production of the last-mentioned boundary across Ranfurly Road, the northern side of that road, the western boundaries of Lot 2, D.P. 30382, and Lot 4, D.P. 30592, to the north-western corner of the said Lot 4, right lines bearing 314° 12' distance 22.53 metres and bearing 351° 40' distance 58.9 metres to the southern boundary of Lot 24, D.P. 999, a right line to the south-eastern corner of Lot 22, D.P. 999, and the eastern boundary of that lot to the southern side of Sandon Road; thence easterly along that side to a point in line with the eastern boundary of Lot 14 D.P. 1235; thence northerly to and along that boundary and the eastern boundaries of Lots 1 and 2, D.P. 5548, and the production of the last-mentioned boundary to the middle of Highfield Road; thence generally north-westerly along the middle of that road, the southern boundaries of Lot 3, D.P. 11842, and Lot 23, D.P. 1235, the eastern boundary of Section 128, Town of Sandon, the northern boundaries of Sections 128, 127, and 123, Town of Sandon, the eastern, northern, and western boundaries of Section 122, Town of Sandon, and the northern boundary of Section 117, Town of Sandon, and its production to the middle of Te Rakehou Road; thence generally northerly along the middle of the original alignment of that road to and along the middle of the Mangaone West Stream to the north-eastern boundary of part Section 112, Town of Sandon; thence north-westerly along the north-eastern boundaries of part Section 112 aforesaid, Lot 1, D.P. 19996, again part Section 112 aforesaid, Lot 1, D.P. 20193, part Section 111, Town of Sandon a right line across Halcombe Road to and along the south-western Town of Sandon, a right line across Halcombe Road to and along the south-western boundary of Lot 2, D.P. 14787, to its westernmost corner, and along a right line to a point on the north-western side of Mingaroa Road distant 400.73 metres from the southernmost corner of Lot 6, D.P. 2853; thence south-westerly along that side to that corner and north-westerly along the south-western boundary of Lot 6, D.P. 2853, and its production to the middle of the Rangitikei River; thence down the middle of that river to the sea coast; thence northerly along the sea coast to the point of commencement.

PALMERSTON NORTH

ALL that area bounded by a line commencing at a point in the middle of the Manawatu River in line with the middle line of Albert Street and proceeding down the middle of that river to a point in line with the north-eastern side of Shirriffs Road; thence generally northerly to and along that side, the north-western boundary of the land shown on D.P. 9121 and its production to the north-western boundary of Lot 1, D.P. 29669, along that boundary and the north-western side of Totara Road, the south-western side of the closed street forming the north-eastern boundary of the land shown on D.P. 3063 and along the continuation of the side to the south-eastern side of Racecourse Road; thence westerly along a right line to and along the south-eastern side of Racecourse Road, the abutment of that road, and the northern boundary of Lot 2, D.P. 34174, to the left bank of the Mangaone Stream; thence generally northerly along the left bank aforesaid, the southern, eastern, and northern boundaries of Lot 1, Plan A/2558, the left bank of the Mangaone Stream, the eastern boundaries of Lot 3, D.P. 29990, and Lot 3, D.P. 27537, and a right line across Tremaine Avenue to and along the south-western boundary of Section 23, Cloverlea Settlement, to the south-eastern side of the North Island main trunk railway; thence north-easterly along that side to the northernmost corner of Lot 1, D.P. 26464; thence southerly along that boundary and along a right line to and along the middle of Seddon Street and Birmingham Street to the middle of Featherston Street West; thence north-easterly along the middle of Featherston Street, Vogel Street, and Haydon Street and the production of the middle line of Haydon Street to the north-eastern side of the Palmerston North - Gisborne Railway; thence south-easterly along that side and its production to and along the south-western boundary of Lot 4, D.P. 693, and its production to and along the western boundary of Lot 1, D.P. 26509, to the northernmost corner of Lot 6, D.P. 33547; thence generally south-westerly along the north-western boundaries of the said Lot 6 and Section 1709, Town of Palmerston North, the production of the last-mentioned boundary to a point in line with the middle line of Millar Street, and to and along the middle of Millar Street, Limbrick Street, Fitzroy Street, and Ferguson Street East to the middle of Albert Street; thence south-easterly along the middle line of Albert Street and its production to the middle of the Manawatu River, the point of commencement.

MANAWATU

ALL that area bounded by a line commencing at a point on the sea coast in line with the north-western boundary of Lot 1, D.P. 12793, in Block III, Sandy Survey District, and proceeding north-easterly to and along that boundary to the northernmost corner of