

that boundary and the southern boundary of the said Native Reserve to the eastern side of the Parkvale Road; thence southerly along that side of the said road to the south-western boundary of Section 57, Karori Registration District; thence south-easterly along that boundary and south-westerly along the north-western boundaries of Sections 37, 39, 40, 41, and 42 of the said district; thence south-easterly along the south-western boundary of the last-mentioned section to and along the north-western boundary of Section 49, Makara District; thence south-easterly along the south-western boundaries of said Section 49, the abutment of Karori Road, and the south-western boundary of Section 43, Karori Registration District; thence along the north-western, south-western, and south-eastern boundaries of Section 54, Karori Registration District, to and along the south-western boundary of Section 45 of the said district; thence along the southern boundaries of that section and Section 47 of the said district and along the north-eastern boundaries of the said Section 47 and Section 46, along the south-eastern boundary of Section 55 of the said Karori Registration District to Section 9, Upper Kaiwara Registration District; thence south-easterly along the south-western boundary of the said Section 9 to the western boundary of the Waterworks Reserve; thence along the western boundary of that reserve to the northern boundary of Section No. 69, Block X, Port Nicholson Survey District; thence along the northern boundaries of Sections Nos. 69 and 70, the eastern boundaries of Sections Nos. 70 and 38, Block X aforesaid, the eastern boundary of Section No. 37, Block XIII, and its production to high-water mark of the sea; thence easterly and northerly along high-water mark to the western boundary-line of Original Section No. 13, Block XI, Port Nicholson Survey District; thence along the said western boundary-line to the northern side of Coutts Street and along the northern side of that street to a point in line with the western boundary of Allotment No. 19 on plan No. 1773, deposited in the office of the District Land Registrar at Wellington; thence along a right line bearing $32^{\circ} 50'$ to the western boundary of Section No. 13 aforesaid and along the said western boundary to the northern side of a public road shown on plan No. 1773 aforesaid; thence easterly along the northern side of that road to the south-western corner of Allotment No. 19; thence along the western boundaries of Allotments Nos. 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4A, 4, 3, and 2 shown on plan No. 1773 aforesaid; thence along the northern boundary of the last-mentioned allotment bearing $86^{\circ} 58' 30''$ and distance 62 links; thence along a right line through Allotment No. 1 on plan No. 1773 aforesaid bearing $354^{\circ} 41'$, distance 440.8 links, to the southern side of Old Farm Road; thence easterly along the southern side of that road to the western boundary of Original Section No. 9, Block VII, Port Nicholson Survey District, and along that boundary to the north-western side of Old Farm Road; thence along the said north-western side of that road to the southernmost corner of Allotment No. 45, Block I, shown on plan No. 1335, deposited in the office of the District Land Registrar at Wellington; thence along the western boundary of the said Allotment No. 45 to the southern side of the road along the shore of Evans Bay; thence along the southern side of that road and along the western boundary of Section No. 9 aforesaid to high-water mark of Evans Bay; thence along the high-water mark of Evans Bay to the eastern boundary of the area described in the Third Schedule to the Wellington City Reclamation and Empowering Act, 1906; thence along the said eastern boundary and high-water mark of Evans Bay to a point on the southern boundary of land reclaimed by the Wellington Patent Slip Company, distant 2434 links south and 10952 links east from Mount Cook Initial Station; thence along lines bearing $117^{\circ} 24'$ distance 206.06 links, bearing $80^{\circ} 28'$ distance 157.58 links, bearing $2^{\circ} 30'$ distance 206.06 links, and bearing $27^{\circ} 43'$ distance 348.5 links (scaled), to high-water mark, and again along high-water mark of Evans Bay to a point on the eastern boundary of another portion of land reclaimed by the said company, distant 1860.7 links south and 11775.16 links east from Mount Cook Initial Station; thence along lines bearing due north distance 460 links, bearing $290^{\circ} 58'$ distance 91.17 links, to high-water mark, and along high-water mark of Evans Bay and Lambton Harbour to the north-eastern boundary of Te Aro Baths; thence along the seaward boundary of the said Te Aro Baths to the north-eastern corner of the land shown on plan marked M.D. 3188, deposited in the office of the Minister of Marine at Wellington; thence along the northern boundary of the said land to its westernmost corner; thence along the seaward boundary of the land shown on plan marked 1373, deposited in the office of the District Land Registrar at Wellington, by lines bearing $314^{\circ} 57'$ distance 123.72 links, bearing $15^{\circ} 54'$ distance 414.64 links, bearing $277^{\circ} 45'$ distance 739.8 links, and bearing $262^{\circ} 45'$ distance 430.8 links, to the boundary of the land granted to the Corporation of the City of Wellington by deed

of grant dated the 24th day of June, 1874, and along the seaward boundary of the land so granted to the eastern boundary of the land shown on plan marked M.D. 1332, deposited in the office of the Minister of Marine at Wellington; thence along the seaward boundary of the said land by lines bearing $12^{\circ} 39'$ distance 298.95 links, bearing $349^{\circ} 41'$ distance 329 links, bearing $347^{\circ} 2'$ distance 83.76 links, to a point on the southern boundary of the land on plan marked 103/61, deposited in the District Survey Office at Wellington; thence along the seaward boundary of the said land by lines bearing $81^{\circ} 31'$ distance 20.97 links, bearing $349^{\circ} 34' 37''$, to the eastern boundary of the land granted to the Superintendent of Wellington by grant dated the 20th day of June, 1862; thence along the seaward boundary of the last-mentioned grant to a point on the line marked "Proposed Limit of Reclamation" on plan marked M.D. 2192 (sheet No. 1), deposited in the office of the Marine Department at Wellington; thence along the said line to a point marked O on the aforesaid plan, being a point on the eastern side of the Railway Wharf as it existed in May, 1898; thence along the said eastern side of the Railway Wharf to the southernmost point of the land vested in the Wellington Harbour Board by Order in Council, 25th April, 1887, and shown on plan marked B/30, deposited in the office of the District Land Registrar at Wellington and thereon edged green; thence along the seaward boundary of that land to the southernmost point marked E of the land described in the First Schedule to the Wellington Harbour Board Reclamation and Empowering Act, 1903, and shown on plan marked M.D. 2636, deposited in the office of the Marine Department at Wellington; and thence along the seaward boundary of the last-mentioned land to the southernmost point marked C on the land described in the First Schedule to the Wellington Harbour Board Reclamation and Empowering Act 1903 Amendment Act, 1906, and shown on plan marked M.D. 2988, deposited in the office of the Marine Department at Wellington; thence along the south-eastern, north-eastern, and north-western boundaries of that land to the point marked B on the said plan M.D. 2988; thence along a right line to the easternmost corner of the land taken for railway purposes by Proclamation in the *New Zealand Gazette* of the 7th May, 1891, and shown on plan marked P.W.D. 16469, deposited in the office of the Public Works Department at Wellington; thence along the south-eastern and south-western boundaries of that land, the seaward boundaries of the Thorndon Baths, and again along the south-western boundary of the aforesaid land shown on the said plan marked P.W.D. 16469, to the seaward boundary of the Wellington-Hutt Railway land; and thence along the seaward boundary of the said Wellington-Hutt Railway land to the place of commencement. As the same is delineated on the plan marked 49/59, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered red.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Member of His Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of the Most Excellent Order of the British Empire, Member of the Royal Victorian Order, Knight of Justice of the Order of Saint John of Jerusalem, Governor-General and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this sixth day of March, in the year of our Lord one thousand nine hundred and twenty.

F. H. D. BELL,
Minister of Internal Affairs.

GOD SAVE THE KING!

Additional Land at Kaiwarra taken for the Purposes of the Wellington-Napier Railway.

[L.S.] LIVERPOOL, Governor-General.

A PROCLAMATION.

WHEREAS it has been found desirable for the use, convenience, and enjoyment of the Wellington-Napier Railway to take further land at Kaiwarra, in addition to land previously acquired for the purposes of the said railway:

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor-General of the Dominion of New Zealand, in exercise of the powers and authorities conferred on me by sections twenty-nine and one hundred and eighty-