

13. Separate accounts shall be kept to record the revenue and expenditure of each isolated section of line in accordance with the rules and practice of the Railway Department.

14. (a.) The capital expenditure incurred in respect of the construction of each branch line shall be the cost of construction as shown in the records of the Public Works Department.

(b.) The capital expenditure incurred in respect of the equipment of each branch line so far as the same comprises the capital cost of engines, cars, and brake-vans allocated to that branch line shall be the capital cost of engines, cars, and brake-vans required to run regular services on such branch.

(c.) The capital expenditure incurred in respect of the equipment of any branch line, so far as the same comprises the capital cost of goods-wagons, shall, for every half-yearly period ending on the thirtieth day of September and thirty-first day of March, be deemed to be the same proportion of the whole capital cost of goods-wagons on the section of railway of which such branch line forms a part as the ton-mileage of goods traffic conveyed on such branch line bears to the total ton-mileage of goods traffic conveyed on the said section of railway during that period.

15. The capital cost of construction and equipment of isolated sections of railway shall be as shown in the records of the Public Works Department and the Railway Department.

16. The sum payable under paragraph (d) of subsection one of section four of the said Act shall be determined in respect of each branch line or isolated section of railway twice in each year as at the close of the customary four-weekly accounting periods ending on or nearest to the fifteenth day of August and the twenty-eighth day of February in each year, and shall be paid to the Working Railways Account on or before the next succeeding thirtieth day of September and the thirty-first day of March respectively:

Provided that for the purpose of computing the amount due for the six months ended the thirtieth day of September, one thousand nine hundred and twenty-five, such sum shall be determined as at the close of the four-weekly period ended the twelfth day of September, one thousand nine hundred and twenty-five, and shall be paid forthwith on the coming into force hereof; but for the purposes of these regulations the said sum shall be deemed to have been paid on the thirtieth day of September, one thousand nine hundred and twenty-five, and to have been available by way of set-off against any sums then owing by the Working Railways Account to the Consolidated Fund under the terms of these regulations.

17. A sum calculated as follows shall be paid from the Consolidated Fund to the Working Railways Account in terms of paragraph (a) of subsection one of section four of the said Act:—

| | £ | s. | d. |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----|----|
| Gross amount payable | 1,327,649 | 0 | 0 |
| Less charges outstanding in favour of the Consolidated Fund as at 31st March, 1925, as shown by the books of the Working Railways Department | 854,256 | 14 | 0 |
| Net amount payable | £473,392 | 6 | 0 |

F. D. THOMSON,
Clerk of the Executive Council.

Revoking Order in Council licensing Frank Harris to use and occupy a Part of the Foreshore and Land below Low-water Mark at Paritu Bay, Moehau, Coromandel Peninsula, as a Site for a Wharf.

CHARLES FERGUSSON, Governor-General.
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of February, 1926.

Present:
THE RIGHT HONOURABLE J. G. COATES, P.C., PRESIDING IN COUNCIL.

WHEREAS by Order in Council dated the twenty-second day of October, one thousand nine hundred and twenty-four, and published in the *New Zealand Gazette* No. 70, of the thirtieth day of the same month, Frank Harris (who with his executors, administrators, and assigns is hereinafter referred to as "the licensee") was licensed to use and occupy a part of the foreshore and land below low-water mark at Paritu Bay, Moehau, Coromandel Peninsula, as a site for a wharf:

And whereas notice of intention of resuming the area of foreshore demised in pursuance of clause eleven of the hereinbefore recited Order in Council has been given:

And whereas it is desirable to revoke the hereinbefore-recited Order in Council of the twenty-second day of October, one thousand nine hundred and twenty-four.

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the power and authority vested in him by the Harbours Act, 1923, and of all other powers and authorities enabling him in that behalf, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby revoke the hereinbefore-recited Order in Council of the twenty-second day of October, one thousand nine hundred and twenty-four.

F. D. THOMSON,
Clerk of the Executive Council.

Prohibiting the Importation of Certain Motor-vehicles.
(C. No. 400.)

CHARLES FERGUSSON, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of February, 1926.

Present:
THE RIGHT HONOURABLE J. G. COATES, P.C., PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred upon him by section forty-six of the Customs Act, 1913, and of all other powers and authorities enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby prohibit the importation, save with the consent of the Minister of Customs, of the goods enumerated in the Schedule hereto.

In this Order—

"Motor-lorry" means any road-vehicle which is suited primarily for carrying either passengers or goods and which is propelled by mechanical power, and includes any motor-truck, motor-bus, motor-charabanc, steam-wagon, or similar vehicle, but does not include any trailer or tractor or traction-engine, or any vehicle specially designed to run on rails, or any vehicle which, though not designed to run on rails, derives motive power from an overhead wire if such vehicle is imported by or for delivery to any local authority and is to be run by such authority:

"Six-wheeled motor-lorry" means a motor-lorry which is specially designed so that the weight of the load is distributed between the middle and rear pairs of wheels, or a four-wheeled motor-lorry adapted to secure the better distribution of the load by means of a combination body and trailer with two wheels added:

"Steam-wagon" means any motor-lorry propelled by steam power:

"Traction-engine" means any locomotive-engine propelled by steam power and designed solely for use for traction purposes on ordinary roads, but does not include steam-wagons, whether or not used for purposes of traction:

"Tractor" means any locomotive-engine not propelled by steam power designed solely for use for traction purposes on ordinary roads, and not being itself suited to be used as a motor-lorry or to be embodied in a motor-lorry as part thereof:

"Trailer" means a road-vehicle without motive power designed solely or principally for the carriage of persons or goods and suited to be drawn by a motor-vehicle or tractor, but not being itself peculiarly suited to be embodied in a motor-lorry as part thereof.

SCHEDULE.

ANY six-wheeled motor-lorry designed or constructed to carry more than 9 tons exclusive of the weight of the vehicle, or so designed or constructed that its weight when laden may exceed 15 tons.

Any motor-lorry not being a six-wheeled motor-lorry designed or constructed to carry more than 6 tons exclusive of the weight of the vehicle, or so designed or constructed that its weight when laden may exceed 10 tons.

Any two-wheeled trailer designed or constructed to carry more than 4 tons exclusive of the weight of the trailer.

Any four-wheeled trailer designed or constructed to carry more than 6 tons exclusive of the weight of the trailer.

Any trailer having more than four wheels.

Any tractor weighing more than 10 tons.

Any chassis, wheel, axle, body, engine, or other part peculiarly suited for use as a component of any article which is specified in this Schedule.

F. D. THOMSON,
Clerk of the Executive Council.