

Situated in Bealey Survey District (Canterbury R.D.) (S.O. 895/425.)

In the Canterbury Land District; as the same are more particularly delineated on the plan marked P.W.D. 70991, deposited in the office of the Minister of Public Works, at Wellington, and thereon coloured green.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 28th day of March, 1928.

F. J. ROLLESTON,
For Minister of Public Works.

GOD SAVE THE KING!

(P.W. 45/613.)

Portion of Road closed in Block V, Ohura Survey District, Ohura County.

[L.S.] CHARLES FERGUSSON, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, General Sir Charles Fergusson, Baronet, Governor-General of the Dominion of New Zealand, do hereby proclaim as closed the portion of road in Ohura Survey District described in the Schedule hereto.

SCHEDULE.

APPROXIMATE area of the piece of road closed: 1 acre 1 rood 14 perches.

Adjoining or passing through part No. 2D, Mangaroa B Block, Block VI, Ohura Survey District.

Situated in Block V, Ohura Survey District (Taranaki R.D.) in the Taranaki Land District; as the same is more particularly delineated on the plan marked P.W.D. 69006, deposited in the office of the Minister of Public Works, at Wellington, and thereon coloured green.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 28th day of March, 1928.

J. A. YOUNG,
For Minister of Public Works.

GOD SAVE THE KING!

(P.W. 24/1891.)

Altering the Descriptions of Main Highways and declaring Roads and Streets to be Main Highways in Highway District No. 16.

CHARLES FERGUSSON, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 2nd day of April, 1928.

Present:

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

IN pursuance and exercise of the powers and authorities vested in him by section three of the Main Highways Act, 1922, and of all other powers in anywise 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 alter, as and from the date of this Order in Council, the Orders in Council set out in the First Schedule hereto by deleting from such Orders in Council the descriptions of the main highways specified in the said First Schedule, and doth incorporate such descriptions in the Second Schedule hereto, and declare that as and from the date of this Order in Council the whole of the roads described in such Second Schedule shall become main highways within the meaning and for the purposes of the Main Highways Act, 1922.

FIRST SCHEDULE.

Cromwell-Hawea Flat.

ALL that road in the Otago Land District, known as the Cromwell-Hawea Flat Road, commencing at its junction with the Palmerston-Queenstown, via Beck's, Main Highway near the Cromwell Racecourse, and proceeding generally in

a northerly direction along the right bank of the Clutha River, via Lowburn, Queensberry, and Luggate Bridge, thence along the left bank of the Clutha River, and terminating at the post-office, Hawea Flat, all in the County of Vincent, being a distance of 33 miles 40 chains, more or less. As the same is more particularly delineated on plans marked P.W.D. 70123 (coloured red) and M.H. 39 (coloured blue), deposited in the office of the Main Highways Board at Wellington, in the Wellington Land District, and described by Order in Council dated 26th September, 1927, published in *New Zealand Gazette* No. 66, of 29th September, 1927, and Order in Council dated 9th June, 1924, and published in *New Zealand Gazette* No. 40, of 12th June, 1924, respectively.

Arrow Bridge-Arrowtown.

All that portion of the road known as the Arrow Bridge-Arrowtown Road, commencing at its junction with the Palmerston-Queenstown, via Beck's, Main Highway, near Arrow Bridge, and proceeding generally in a northerly direction through Blocks VIII, VII, and X, Shotover Survey District, and terminating at the southern boundary of the Borough of Arrowtown, passing through the County of Lake, being a distance of 60 chains, more or less. As the same is more particularly delineated on the plan marked M.H. 39, deposited in the office of the Main Highways Board at Wellington, in the Wellington Land District, and thereon coloured blue, and described by Order in Council of 7th September, 1925, published in *New Zealand Gazette* No. 63 of 10th September, 1925.

Also all those streets or portions of street in the Borough of Arrowtown, commencing at the southernmost boundary of the Borough of Arrowtown, and proceeding generally in a north-westerly direction via Bedford Street, Buckingham Street, and Berkshire Street, and terminating at the southern boundary of the Borough of Arrowtown at the intersection of Essex Street, being a distance of 2 miles 59 chains, more or less. As the same is more particularly delineated on plan marked P.W.D. 71268, deposited in the office of the Main Highways Board at Wellington, in the Wellington Land District, and thereon coloured red, and described by Order in Council dated 23rd February, 1928, and published in *New Zealand Gazette* No. 12, of the 24th February, 1928.

SECOND SCHEDULE.

Timaru-Queenstown, via Tekapo and Lindis Pass.

ALL that road or portion of road in the Vincent and Lake Counties, commencing at the north-eastern boundary of the County of Vincent at Lindis Pass, and proceeding generally in a south-westerly direction via Lindis Valley, to Tarras; thence in a north-westerly direction via the left bank of the Clutha River to Hawea Flat; thence in a south-westerly direction via Camp Hill, Albertown, Cardrona, and Crown Range; and thence via the Palmerston-Queenstown, via Beck's, Main Highway to Arrow Bridge; and thence in a north-westerly direction via Arrowtown; and thence in a south-westerly direction via Arthur's Point, but excluding that portion common to the Palmerston-Queenstown, via Beck's, Main Highway; and terminating at the northern boundary of the Borough of Queenstown at the intersection of Boundary Street and Skippers Road, being a distance of 99 miles, more or less. Shown on plan P.W.D. 71581, and thereon coloured red.

Also all those streets or portions of street in the Borough of Arrowtown, commencing at the southernmost boundary of the Borough of Arrowtown, and proceeding generally in a north-westerly direction via Bedford Street, Buckingham Street, Berkshire Street, and Essex Street, and terminating at the western boundary of the Borough of Arrowtown, being a distance of 2 miles 72 chains, more or less. Shown on plan P.W.D. 71268, and thereon coloured red.

Also all those streets or portions of street in the Borough of Queenstown, commencing at the northern boundary of the Borough of Queenstown at the intersection of Skippers Road and Boundary Street, and proceeding generally in a southerly direction via the said Skippers Road, Shotover Street, and Stanley Street, and terminating at the intersection of Stanley Street and Ballarat Street, being a distance of 24 chains, more or less. Shown on plan P.W.D. 71267, and thereon coloured blue.

Cromwell-Luggate.

All that road or portion of road in the Vincent County commencing at its junction with the Palmerston-Queenstown, via Beck's, Main Highway near the Cromwell Racecourse, and proceeding generally in a northerly direction along the right bank of the Clutha River via Lowburn, Queensberry, and Luggate Bridge, and terminating at its junction with the Cromwell-Hawea Flat Road (left bank Clutha River)